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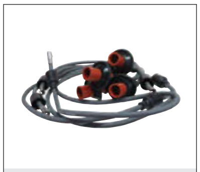
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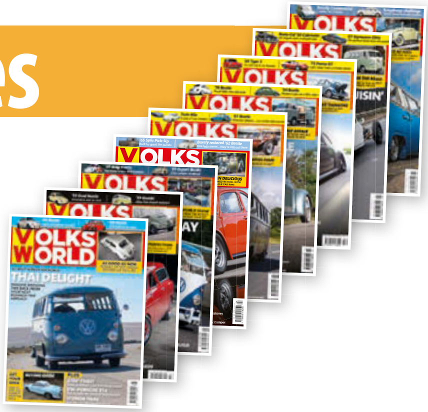

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VOLKS WORLD

Next month

The October 2017 issue of *VolksWorld* goes on sale **Friday 25 August**

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THE EDITOR

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

I've not long returned from my trip to European Bug-In (EBI). It was my first visit to Chimay in Belgium, my seven-hour trip from Brittany meaning that I had to negotiate the ghastly Paris ring-road to get there. But despite the travelling time and the rubbish weather, it was well worth it. In many respects, it's the one show that has absolutely everything going for it. You can chill in the campsite, wander around the swapmeet, kick some tyres in the show 'n' shine, saunter around the pit-lane, then go and see cars do their thing on the strip. And then, when you've done all that and want a bit of a breather, have a meal and mooch around the town. It goes without saying, you can also partake in a Chimay beer or two while you're doing all of the above. Reader Dan Wilcox told me about a British style pub in town called the Queen's Head run by a former Belgian Moto GP pit crew manager. It's festooned with old photos, trophies and various other bits of local Moto GP history going back to 1926. Worth a visit, I'd say…

Of course, most of all, it's the friendly atmosphere at EBI which makes it so special. I'll have a full report in the October issue, but in the meantime my advice is to make a slot in your diary for the next one, in 2019.

I am determined to drive my Beetle to a far away show soon. I fully get that the roadtrip to an event is all part of the experience. That's why this month I've been fitting Dynamat sound deadening (pages 80-83). It's a doddle to do, especially as my Beetle didn't have any carpets in it to begin with, and the fact that Dynamat now do a custom pre-cut kit for the Beetle that goes straight in. That said, I feel a bit of a lightweight talking about making my Beetle less noisy inside having just read about the incredible feat carried out by two Cheshire brothers, Pat and Tony Downs. In the late Sixties, they embarked on an epic 10,000-mile journey from London to Sydney in their '64 1200 Beetle. Miraculously, they made it, but as you'll discover on pages 22-25, it broke them – and their car – in the process. I don't intend going that far in my Bug, at least not until I've finished off a few more jobs on it…

Ian Cushway

Editor

Still savouring the moment. And why the heck not because, despite the rain, EBI 2017 was an excellent event

Always read the instructions first. Good advice indeed, although even I couldn't go wrong in this instance…

> “it's the one show that has absolutely everything going for it”

And I thought my seven-hour trip to Chimay felt long. Try doing 10,000 miles in a '64 Beetle!

What do you think?

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Show calendar

Make a date in your diary for these forthcoming shows both here and in mainland Europe

July

Dub Odyssey
Date: 28-30 July 2017
Contact: www.dubodyssey.com

Dubtoberfest
Date: 28-30 July 2017
Location: Cheltenham Racecourse
Contact: www.dubtoberfest.co.uk

Outcast Overnight
Date: 28-30 July 2017
Location: Fort Paull, nr Hull, East Yorkshire
Contact: outcastcchull@gmail.com

Kent VW Festival
Date: 28-31 July 2017
Location: Sandwich Showground, Kent
Contact: www.kentvwfestival.org.uk

Camping at the Castle
Date: 28-30 July 2017
Location: Eastnor Castle, Ledbury, Herefordshire
Contact: www.volksworldshows.com

August

VW Whitenoise Festival
Date: 3-6 Aug 2017
Location: Euston Park Estate, Suffolk
Contact: www.vwwhitenoise.com

Bug Run Classic
Date: 4-5 Aug 2017
Location: Tierp Arena
Uppsala County, Sweden
Contact: www.bugrun.com/bugrunclassic

Le Bug Show
Date: 5-6 Aug 2017
Location: Spa Francorchamps, Belgium
Contact: www.vwbugshow.be

Tatton Park
Date: 6 Aug 2017
Location: Tatton Park, Knutsford, Cheshire
Contact: www.vwnw.co.uk

Dub Vacation
Date: 7-13 Aug 2017
Location: Stonham Barns, Suffolk
Contact: www.dubvacation.com

Blackpool Breeze
Date: 11-13 Aug 2017
Location: Blackpool
Contact: www.blackpoolbreeze.co.uk

VW Festival
Date: 11-13 Aug 2017
Location: Harewood House, Leeds
Contact: www.vwfestival.co.uk

V-Dub Island
Date: 11-13 Aug 2017
Location: Newport, Isle of Wight
Contact: www.v-dubisland.com

Let's Bug Together
Date: 12-20 Aug 2017
Location: Lesce Bled, Slovenia
Contact: www.lets-bug-together.com

Endless Summer
Date: 13 Aug 2017
Location: Basingstoke, Hants
Contact: facebook.com/endlesssummervwshow

Viva Skeg Vegas
Date: 18-20 Aug 2017
Location: Revesby, Lincs
Contact: www.vivaskegvegasvw.co.uk

Volksfest Wales
Date: 18-20 Aug 2017
Location: Watton Show Fields, Brecon
Contact: www.volksfest.wales

Deutsche Fest
Date: 19-20 Aug 2017
Location: Brands Hatch, Kent
Contact: www.deutschefest.co.uk

VW FAB Festival
Date: 25-27 Aug 2017
Location: Strumpshaw Steam Museum, Norfolk
Contact: www.vwfabfestival.co.uk

September

VW Action
Date: 1-3 Sept 2017
Location: Santa Pod, Wellingborough
Contact: www.vwaction.co.uk

The VW Aircooled Event
Date: 10 Sept 2017
Location: Budel, Holland
Contact: www.eircooled.com

Busfest
Date: 8-10 Sept 2017
Location: Malvern Showground
Contact: www.busfest.org

Grill-n-Chill
Date: 15-17 Sept 2017
Location: The Hop Farm, Paddock Wood, Kent
Contact: www.grill-n-chill.co.uk

Keverdag KCN Limburg
Date: 17 Sept 2017
Location: Brunssum, Holland
Contact: www.kcnregiolimburg.com

Das Drag Day
Date: 16-17 Sept 2017
Location: Koblenz, Germany
Contact: www.autobahn.be

Splits at the Lake
Date: 22-24 Sept 2017
Location: Strandbad, Nuenen, Holland
Contact: www.spijlbustreffen.nl

Vintage Waasland Show & Cruise
Date: 24 Sept 2017
Location: Sint-Niklaas, Belgium
Contact: www.vintagewaasland.be

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Auction fever!

It's been a busy month at the auctions, and there's some interesting VWs about to come up for sale

The UK's auction halls can be a foreboding place for the timid, but if you're willing to stick your neck out, do a bit of research beforehand and keep an eye on what's coming up in the forthcoming sales, then you might well land a bargain.

The successful bidder on this '66 21-window Samba at Silverstone Auctions (www.silverstoneauctions.com) sale in June certainly did all right. It's got a rare sliding side door option as well as lots of nice extras like an Eberspacher heater.

Its Certificate of Authenticity from Wolfsburg and other paperwork confirms it was originally delivered to a VW dealership in Hanover in June 1966. It is believed it was then sold to a hotel or tour operator in French speaking Switzerland before returning to Germany where it remained until 2006 when it was exported to the UK. It was subsequently restored in its original factory colours of Beige Grey over Titan Red. The 1500cc engine now has Pertronix electronic ignition and twin Solex carbs. A deal was done after the sale at £56,000.

Interest in VW-based Buggies has grown since the *Grand Tour*, which explains why this 1966 Mk1 GP made a strong £10,688. It looks nice, though, and it's rare to find an early Buggy such as this that hasn't been fussed over and ruined. And guess what, it even appeared in this very magazine back in 1999, so it's got provenance.

Meanwhile, bargain Beetle hunters could have come away with a very original looking '72 Bug, still on crossplies, at a recent Charterhouse auction (www.charterhouse-auction.com) for just £2,300. It had been with the vendor since 1977 and was being sold with a bundle of old MoT certificates.

Finally, here's one for the film buffs out there. Resplendent in its psychedelic colour scheme, this Bus played a star role in the 1980 movie *Getting Wasted*. In case you missed it, the storyline featured a group of young military academy cadets and their foray into the late 1960s drug scene and the obvious antics that ensued. It sold at a Charterhouse Auction for £20,000.

> "it's rare to find an early Buggy ... that hasn't been fussed over and ruined"

If this has got you tempted to get bidding, check out the vehicles coming up at the Silverstone Auctions sale on 29 July. There's a 1959 restored 23-window Samba being entered with an estimate of £45,000-£55,000, as well as a 1957 right-hand drive South African Pick-Up – you might have seen it serving as a support vehicle at Goodwood. That's going in with an estimate of £28,000-£32,000. Just as nice is an Agave Green over Silver White '64 Split with an EZ Camper conversion. It was exported new to San Francisco and spent most of its life in Sacramento before being imported to the UK in 2005. On arrival, it underwent a nut and bolt restoration, with accompanying receipts proving the owner parted with approximately £50,000 in the process. That's being entered into the Silverstone sale with a hefty estimate of £70,000-£80,000 but we will be intrigued to see if it makes anywhere near that amount.

Nice 21-window sold for £56,000 at a Silverstone Auctions sale recently

Former film star Split made a healthy £20,000, but would you have bought it?

Still on crossply tyres, original looking '72 Beetle sold for just £2,300

This is nice, but is it worthy of its £70,000-£80,000 pre-sale estimate?

Rare right-hand drive Pick-Up would make an excellent race support vehicle

This unfussy early Mk1 GP sold recently for £10,688

Beautifully restored 23-Window Samba goes into the Silverstone Auctions sale with an estimate of £45,000-£55,000

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Latest Stuff

TAKING THE LEAD

From: **www.vwheritage.com**
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These leads are new in stock at VW Heritage, and on first inspection look fantastic! Supplied in a brown box, with a cool interior print, the presentation sure sets the expectation high.

Examining them further, the dark grey lead has an OE appearance, and it's not until you clock the printing 'Made in the UK' and the 'FORST' logo that you would realise these aren't just Bosch in a new box.

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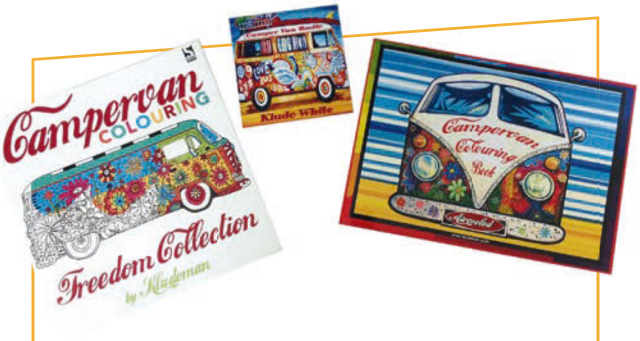

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THIS CAPS IT

From: **www.vwheritage.com**
Price: **£29.95**
Add a touch of colour to your steel rims with these hubcap trim rings. They fit in between the wheel and the hubcap and are sold as a set of four. They are available in a variety of colours, including green, black, Ruby Red, blue, beige and Gulf Blue.

QUICK SHIFTER

From: **www.vintagespeed.com.tw**
Price: **$245**
This latest release from Vintage Speed features a beefed up stainless steel shaft, 35% less travel for quick shifts, and a new pull-up style reverse lockout. It measures 23in from base to top, and comes with a black knob embossed with VW's four-speed shift pattern. The powder coated aluminium shifter base has a new style stop plate that's easier to adjust than any other on the market. Stainless steel mounting hardware is included!

Change to historic tax regs

The DVLA has made an important rule change concerning the entitlement to free road tax. Don't panic, they're not getting rid of the rolling entitlement afforded to vehicles once they reach their 40th birthday. However, the DVLA has tightened up on the rules which previously allowed owners of vehicles made in the latter part of the previous year but not registered until after 31 December to duck out of having to pay an annual Vehicle Excise Duty (VED).

When the exemption was first introduced, the DVLA intended to grant free road tax to vehicles based on the date on which they were first registered, 31 December being the annual cut-off date. However, mindful of the fact that vehicles made in the latter part of the previous year may have sat around, unregistered, until well into the new year – especially if they were made abroad – the Federation of British Historic Vehicle Clubs (FBHVC) managed to negotiate a compromise. Specifically, if an owner could provide proof of build date via a 'birth certificate', for example, then a note would be made on the V5c. The new rules mean this will no longer be the case, and for 1976-on vehicles, Historic Vehicle road tax will be determined only by the date of registration. In short, lots of cars that would previously have qualified won't.

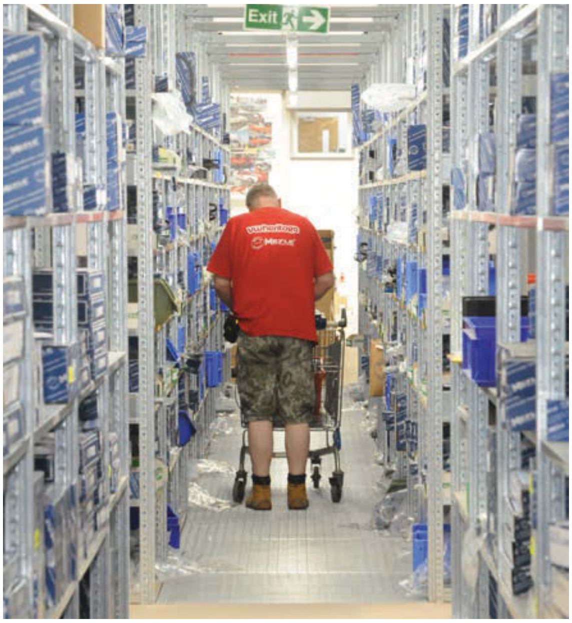
Valve cover racing

Ballantine
ale & beer
It's keg mellowed
Breidt's
Beer·Ale
Miller
High Life
WD-40

We've heard it all now, but this sounds like a lot of fun all the same. Rocker cover racing is planned for this year's VW Harvest 2017, held in Leander, Texas this 21/22 October. Rules stipulate that steel or aluminium rocker covers can be used, although no engines or propulsion are permitted, with the racers purely relying on gravity. How long will it be before we see this at one of our UK shows, we wonder?

Thanks for nothing!

VW Heritage is offering people the chance to get £1,000 worth of parts for free by entering its summer wishlist competition. Simply add any part to your VWHeritage.com online 'Wishlist' in August, and you might just get it for nothing come 1 September. The Shoreham based firm will only give away what you've wished for, though, so don't stitch yourself up, and it's worth making sure your wishlist total is well over £1,000 to really get the most out of it. The lucky wishlist will be drawn at random from all VW Heritage wishlists on 1 September, with the winner being notified by email shortly after.



REMEMBER THIS?

10 years ago in *VolksWorld*...

We'd just returned from the very first European Bug-In feeling suitably impressed by the grass roots feel and the calibre of the cars on show. We even managed to grab a photoshoot of Leonard Otto's latest drag racer which was making its debut and became one of the most talked about cars at Chimay. Running a 2386cc Type 1 engine, pushing out 240bhp it managed a low 13-second shakedown.

THE KANDY-KOLORED TANGERINE-FLAKE STREAMLINE BABY

All prices include VAT

Specialists in Aircooled VW Beetle & Van Parts

2017
VeeWee
Brochure
is now
available

ALSO TYPE 25 WATERCOOLED AND DIESEL

Turbocharger
146VG0660

Turbocharger for 1.6TD Vans with JX Engine code.

OUR PRICE £314.40

Engine Tinware Set - Black
Black: **017VG0340** / Chrome: **017VG0360**

Also available in chrome

Engine Tinware Set, finished in Black for all twinport Engines for Beetles and Vans 1970 on.

BLACK PRICE £152.40

CHROME PRICE £227.94

Engine Tinware - Front
017VG0350

Front Section that fits over the Gearbox on 1600cc Vans from 1972 to 1979.

OUR PRICE £130.80

WATCH OUT FOR OUR ONLINE DISCOUNT WEEKENDS

OUR CAMPER REPAIR PANELS ARE GREAT QUALITY!

Full range of Beetle repair panels are also available

Engine Tinware with Fresh Air/Heat Risers
017VG0320

15PC ENGINE TINWARE SET NOW AVAILABLE 017VG0370

OUR PRICE £177.00

Finally available after all this time! This Rear Engine Tinware finished in black fits all Vans from 1972 to 1979.

Washer Bottle, Cap & Hose
955VG0210

Original style Washer Bottle, Cap and Hose that powers the Washer System from pressure from the spare wheel.

OUR PRICE £28.80

SEE YOU ALL AT BUSFEST!

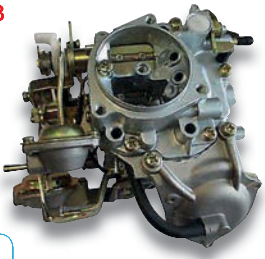
Voltage Conversion Kit 6v to 12v
904VG0510

Voltage Conversion Kit for changing vehicle from 6v to 12v. Kit includes all necessary parts apart from the Battery.

OUR PRICE £267.60

Carburettor - 2E3
181VG0130

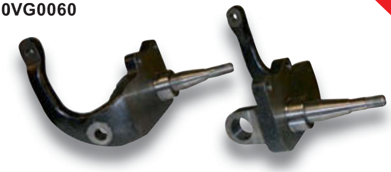
Complete 2E3 Carburettor for Water Cooled Vans with 1900cc DG Engines from 1983 onwards.



OUR PRICE £270.00

Stub Axle Lowering Set - 2 Inches
420VG0060

Nice low price!



OUR PRICE £204.00

For all Bays, 1968 to 1979. Lowers by 2 inches. For all applications the 1973 on Van components must be used.

Alternator - 75 Amp
903VG0110 (Conversion Kit: **904VG0520**)

Also available as a Conversion Kit

Later version of Alternator for 75amp set-up. Suitable for all Beetles, Karmann Ghia and Vans as fitted.

ALTERNATOR PRICE £166.80

KIT PRICE £190.80

NEED HELP WITH YOUR RESTORATION? LOOK NO FURTHER, WE CAN SUPPLY YOU WITH THE BEST QUALITY PARTS IN STOCK.

1303 RHD BEETLE WIPER ARMS NOW AVAILABLE

A PART OF GSF CAR PARTS

Call us on: 0121 749 8832
Email us at: sales@veewee.co.uk

VEEWEE.CO.UK

Have your shout

Beetle to Bus

I got chatting to you guys at The *VolksWorld* Show, where I had my Beetle for sale – my wife and I have always wanted an Early Bay, and I needed the sale to fund its purchase. We wanted a tin top so it would fit in our garage, one with no structural rust, the steering on the left as we want to tour Europe and for it to be mechanically sound.

After many hours of trawling the internet and Facebook groups, the most promising was a November 1969 Microbus that was fairly local to me in Tamworth. It was 90% restored and still needed re-commissioning as it had not been driven for 16 months and the MoT had expired last November. I went to inspect it and found a rock solid, never been welded Microbus, with a decent repaint, re-fitted interior and a full width rock and roll bed. The down side was that it would not turn over as the wiring was a mess, the distributor burnt out and the coil shot. So I got my good friend Mark Sketchley (owner of Airdubbers Workshop and president of my VW club) to come and have a look at it before I agreed to buy it. The engine had been rebuilt less than 50 miles ago and had good compression, but we bought it without driving it which is normally not what I would recommend!

Once trailered back to Mark's workshop, a new coil and dizzy got the engine running like a charm. It also needed new rear brake shoes and rear brake cylinders, new gearshift bushings, and the clutch adjusting. The biggest expense was a complete new front loom and all the wiring sorting out which was done by the brilliant Iain Burns.

The Bus, named Diego, as it spent its entire life in San Diego, was ready the week before our club's show, Avoncroft Aircooled, and I have since driven it approximately 500 miles. My wife and I love it, and there's now room for all our camping gear and our dog, Alfie.

I have upcycled an old metal steamer trunk that used to sit in our living room, by painting it with the same colour paint as the Bus, Pastel Blue over Pastel White. The words 'US Navy' stencilled on the side is a nod to the Bus's history as it was owned by the US military and used at San Diego Naval Base. The bumper stickers that were on it said that it was attached to the submarine base there, and the photo I have included shows the rear before it was repainted – it was restricted to 45mph around the base! The bonus is that it has the original matching number engine and it probably had a very gentle life.

We plan to just enjoy using Diego this year and maybe do some more work on him in the winter.

Dan Wilcox, via email

Glad you've ended up with the Bus you wanted although I quite liked it in its original US Navy finish

US NAVY
45 MPH MAX
TTU 359H
45 MPH MAX

who can be against us?
ROMANS
8:31
ROCK SOLID
rallygiant
rallygiant

Cruisin' for Christ

I have been driving VW Beetles and Campers since 1992. I am now 41 and four years ago decided to get back into the scene by doing a restoration at home which took the form of a major project with only the original panels left being the roof and dashboard.

I am church youth leader at London Road Baptist Church in Lowestoft and having finished the restoration, the Beetle will be used for outreach work within the community. It will be a main feature in this year's Lowestoft beach festival and carnival.

The Bug will also be used to promote grass roots football with a Christian message (Message On The Ball, or MOTB) which we currently run in the community.

Ashley Langner, via email

Praise the Lord for VWs. No, seriously, it sounds like you're doing good work

Bertie's big day out

I found Bertie, a '67 Bus (the dark gold one in the middle), in 1989, dumped at our local refuse tip. I purchased him for £300 and with help from friend Jason Washer spent the next 18 months getting the Bus up to MoT standard which involved lots of welding and fitting a camping interior.

Once done, I spent nearly every weekend away camping at Volkswagen shows all over the country. In 2001 he failed an MoT so I took him off the road and over the next 13 years carried out a full restoration.

In February this year, Bertie turned the grand old age of 50, so to celebrate I organised 'Bertie's Drive Out'.

I told friends Stuart, Darren (Raz) and my family to meet at my house at 11am on this particular Sunday and to dress in 1960s period clothes for a little cruise. We stopped for a pub lunch on route, before arriving at our final surprise destination – Goodwood Motor Racing Circuit. I had privately hired the track for us to use for a few laps and a photoshoot.

What an experience, such an amazing way to celebrate a birthday. This will be a day that none of us will forget.

Mark Burnage, via email

Blimey, I wish someone had gone to that amount of effort for my 50th!

Where is it now?

Hi, I wondered if you know how I could find out who now owns my dad's car. We are curious, thanks.

Sarah Knill, via Facebook

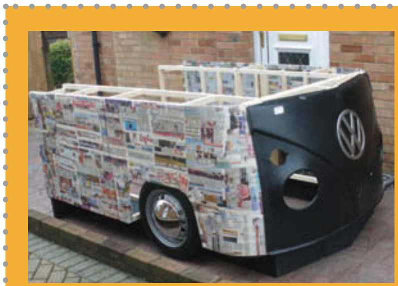
We've just done a vehicle check on the DVLA website (vehicleenquiriy.service.gov.uk) putting in the registration, and it looks like it's still alive. It's red now, though!

Anyone for Golf?

Hi *VolksWorld*, I've always been a VW fan and have just bought myself a clean 1986 Mk2 Golf. I want to lower it and give it some patina, can you help?

Craig Matthews, via email

You've got the wrong mag my son, we only breathe fresh air here!

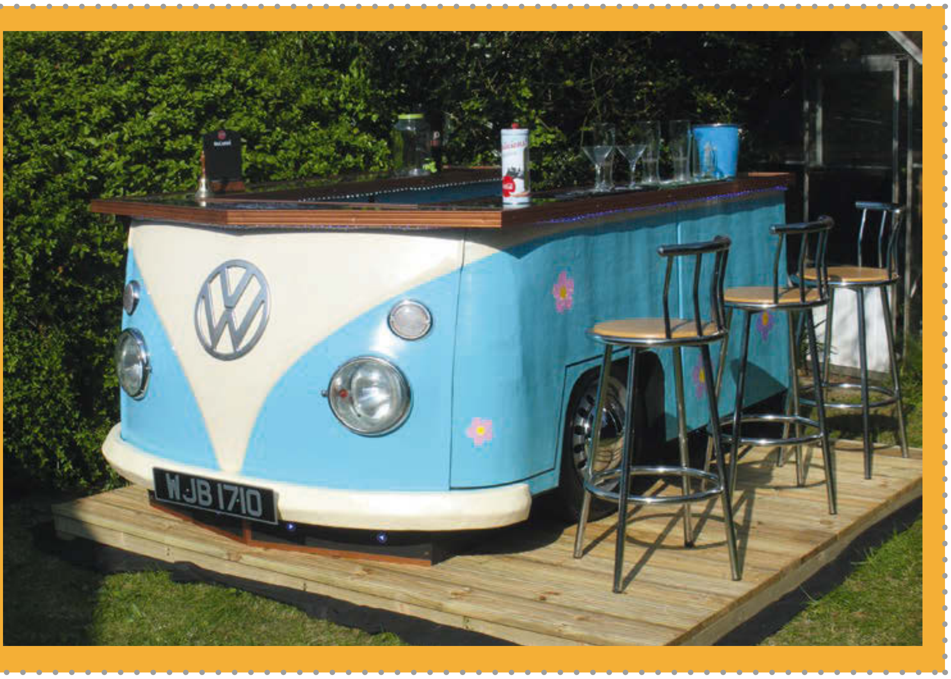


You're barred!

Hi *VolksWorld*, I thought you might be interested in the Camper Van bar I've built for my daughter. I started off with the front panel, then basically made a timber frame for the two sides and covered them with chicken wire, papier mache and finally fibreglass. Here's a shot of it half done.

Pete Bridgeman, via email

Looks good, Pete. Mine's a light ale



La Panamericana – or bust!

'56 Beetle set to tackle the gruelling 3,300km Carrera Panamericana this autumn

VOLK'S
La Carrera Panamericana
TELMEX
285
RALLY 2017 MEXICO

Frenchman Olivier Bouvet will be campaigning his '56 Beetle in this year's 3,300km Carrera Panamericana

We reported last issue on Just Kamper's success at the Mille Miglia in Mark Reynolds' '56 Beetle. Well, another '56 car is being entered into the even more challenging Carrera Panamericana, a gruelling 3,300km feat of endurance held over seven days which takes place in Mexico this October.

Famed for being the longest race in the world, the event dates back to 1950, when racing drivers from all over the world such as Ferrari, Osca, Lancia, Mercedes, Porsche and Maserati lined up on the starting grid. But it was the Argentinian, Juan Manuel Fangio, five-time world F1 champion, who won the race in 1953, which really bought the race to people's attention.

For 41-year-old Frenchman, Olivier Bouvet, however, the race was more than just something to ponder over in a dusty motor racing history book. For him, it was something he wanted to take part in, and it was just a case of finding the means – and the vehicle to do it in…

To that end, in May 2016 he managed to source a '56 Beetle in California. It was complete and reasonably solid but obviously in need of work – and a big financial investment – to get it ready for the challenge ahead, and given Olivier's budget was miniscule, he's had to be pretty creative. Friends donated race suits, while racing seats were described as 'baby seats' at the airport to avoid having to pay excessive import taxes. Just as well it's a family project with Olivier's daughters also being involved.

Needless to say, there's also been a fair bit of fund-raising, with sponsors worldwide all chipping in to make the whole thing possible.

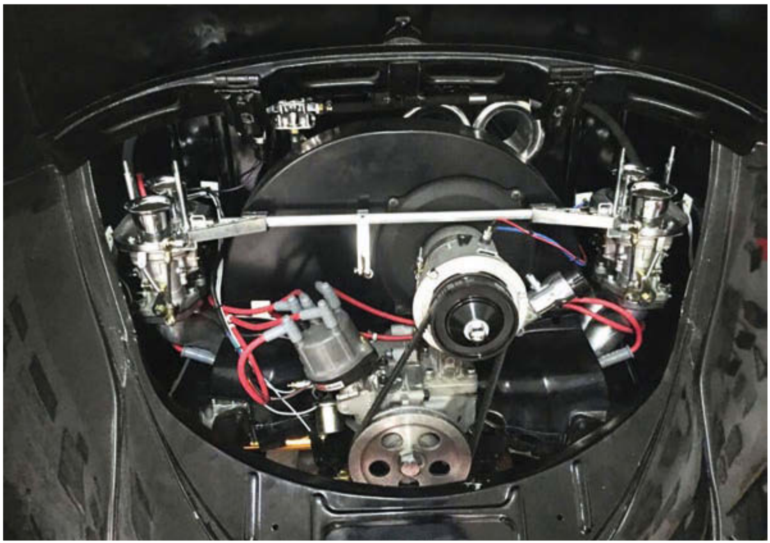
You can read about the car's full spec at www.holapanamita.net but to sum up, it's been stripped, a roll-cage has been installed, Wilwood four-pot brakes fitted front and rear and Bilsteins fitted throughout.

The original 25 horse engine's been replaced by a 2.0-litre unit with a 69mm SCAT forged crank, 94mm Mahle pistons, CB Performance camshaft, 044 CB Performance heads, twin Weber 44 cars and external oil cooler.

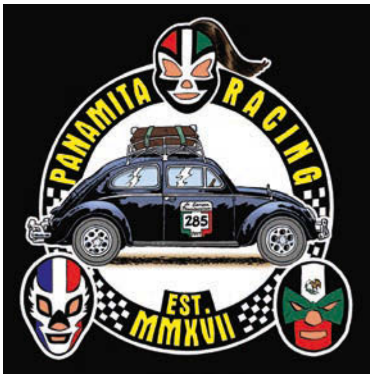
And in case you are wondering, the wheels are 6J Centrelines.

There's still work to do, but we wish the team luck.

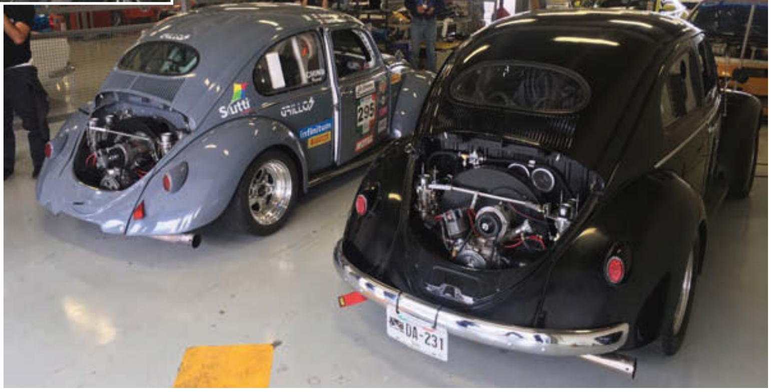
The early Bug was sourced in California. Needless to say, it didn't look like this for long

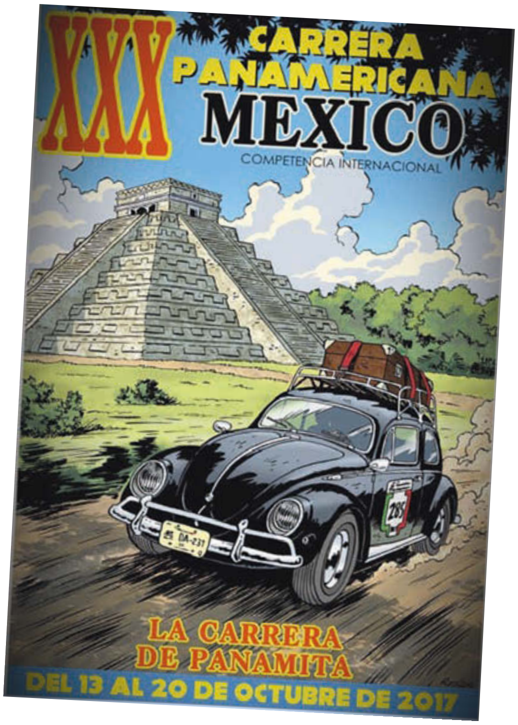


The original 25bhp lump's been replaced by a 130bhp 2.0-litre unit with twin Webers

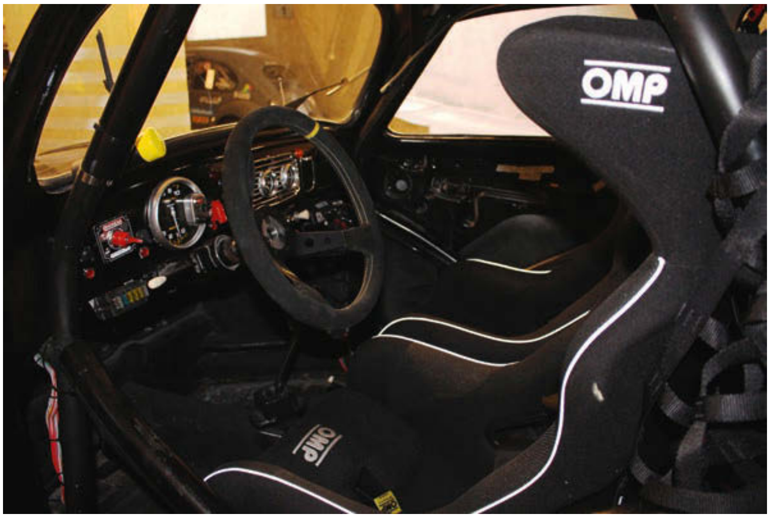

PANAMITA RACING
285
EST. MMXVII

The Beetle's currently going through various shakedown tests in Mexico, ready for the race proper this October




XXX
CARRERA PANAMERICANA
MEXICO
COMPETENCIA INTERNACIONAL
285
LA CARRERA DE PANAMITA
DEL 13 AL 20 DE OCTUBRE DE 2017

The business end of things, complete with full race rollcage, buckets and lots of additional instrumentation



REMEMBER THIS?

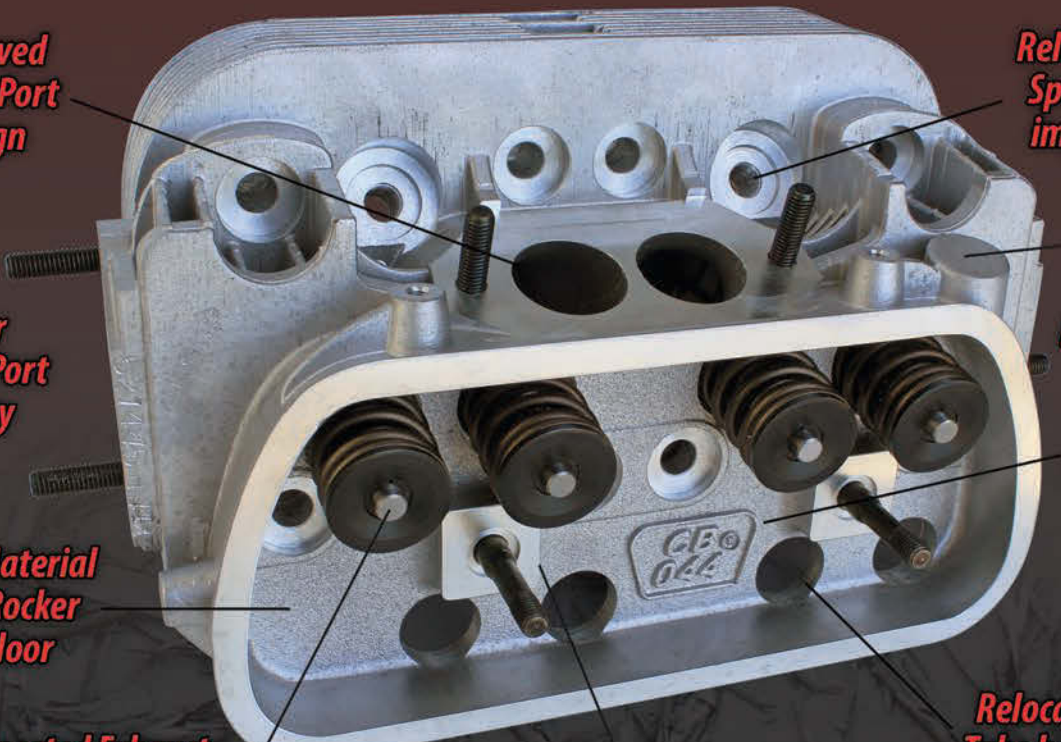
20 years ago in *VolksWorld*...

Due to vagaries in printing schedules, we were celebrating our tenth anniversary in the September 1997 issue. There was a full explanation of how the mag started by founder, Keith Seume, who told readers about the highs – and the inevitable lows. The latter, in Keith's opinion, being Bug Jam 1990 when Santa Pod was besieged by 20,000 people hell-bent on just one thing – getting totally wrecked. "Vehicles were overturned, tents were run over, and the racing was held up while the ambulance took a drug OD case to hospital," Keith lamented. The good ol' days, eh?

TENTH ANNIVERSARY
87 88

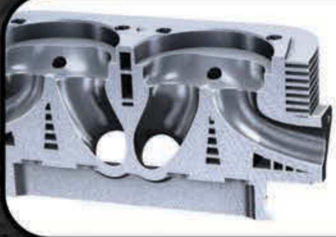
ALL NEW
RE-DESIGN
FOR 2017!

044 HI-VELOCITY CYLINDER HEADS



Improved Intake Port Design
Relocated 12mm Spark Plugs for improved burn
EFI Temp Sensor / Breather Boss
Higher Exhaust Port Velocity
CB 044 Logo is cast in!
Added Material to the Rocker Box Floor
Relocated Exhaust Guides for additional material between seats
Increased Fillet Radius on the Rocker Pedestals
Relocated Pushrod Tube holes for added clearance for high-lift rocker arm ratios

CB Performance has taken all of the necessary steps to design the best cooling, strongest, highest-flowing, street/strip 044 head to date.



The 044 was initially designed on the computer, where we were able to make adjustments and improvements wherever we saw a need.

Before producing the permanent molds for the 044, we sent CAD drawings to a 3D Printer, which allowed us to check and verify all the new features.

Extra material was added around the combustion chambers & intake/exhaust ports to allow for a greater variety of CNC Porting profiles.

More information available online...

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ANOTHER CB ORIGINAL

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CNC PORTING AVAILABLE

Extra Cooling Fins Added

Modern High-Quench 54cc Combustion Chambers

Widened Casting Gussets for Improved Rigidity

Increased Airflow for lower operating temperatures

Standard Features:

- 12mm 3/4" Reach Spark Plug Holes
- 40mm x 35.5mm SUPERGRIP™ 214N Single Groove S/S Valves With Stellite Tips
- SUPERGRIP™ Chromoly Valve Spring Retainers
- SUPERGRIP™ Single Groove Valve Locks
- Four Angle Performance Valve Job (30°, 45°, 60° & 75°), +2 Valve Angles, 30° & 45° seat.
- Manganese Bronze Racing Valve Guides
- Tungsten Carbide Alloy Valve Seats
- Single Hi-Rev Chrome Silicon Valve Springs

Upgrade Options:

- Titanium Retainers
- Dual Hi-Rev Springs or VW650 Springs
- SUPERGRIP™ Snakeskin Valves

Relocated exhaust guides allow for additional material between the seats, improving head strength and allowing for valve sizes up to 46 x 37.5!

The ALL-NEW 044's feature an improved intake port design with smaller volume and more velocity, without sacrificing flow.

With the 044 being used for all the CNC-ported heads in our lineup, it was important that the new design be as efficient, strong and versatile as possible.

CB offers in-house CNC Porting options on all of our 044 Cylinder Heads. Each head can also be machined for larger cylinders.

CB PERFORMANCE
HIGH PERFORMANCE RACING PRODUCTS

Complete Online Catalog:
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A hiding to nothing

Robin Wager recounts the '60s feat that resulted in two British Beetle-driving brothers being jailed and left penniless in Australia

MARATHON
Champion
278 KUG

^ Pictured before their adventure got underway, a bearded Pat Downs and brother Tony meet with a dapper looking bookmaker Brian Paddock who took care of their admin

By the early Sixties, more and more people were becoming aware of the already legendary ruggedness of the Beetle, and VWs were appearing more often in motorsport, especially rallying.

As the decade wore on, however, the British pound was devalued and there was unrest in countries around the world as economies floundered. Sir Max Aitken, proprietor of the *Daily Express*, felt an event was required that could boost exports by acting as a showpiece for British engineering.

Aitken, with Jocelyn Stevens and Tommy Sopwith, dreamed up the idea of a 10,000-mile rally from London to Sydney, sponsored by the newspaper, with a £10,000 cash reward and a trophy for the winner.

To provide the greatest land distance, they prescribed a route to Dover, by ferry to Calais, then on via Paris, Turin, Belgrade, Istanbul, Tehran, Kabul, Surobi, Delhi and Bombay. The first 72 cars to arrive there would be shipped to Fremantle in Western Australia, and then driven across the continent to Sydney.

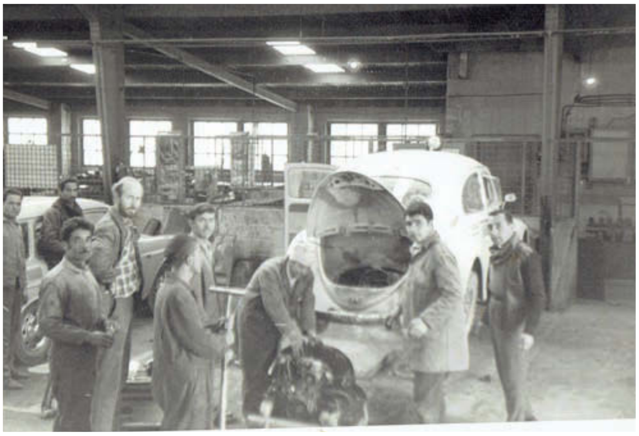
It would be a monumental undertaking of endurance that couldn't fail to capture the imagination of the public. Among those who were hooked were two brothers from Marple, Cheshire: Pat and Tony Downs, who reckoned a Beetle ought to stand a chance against even the professional entrants with their manpower and back-up.

Going it alone

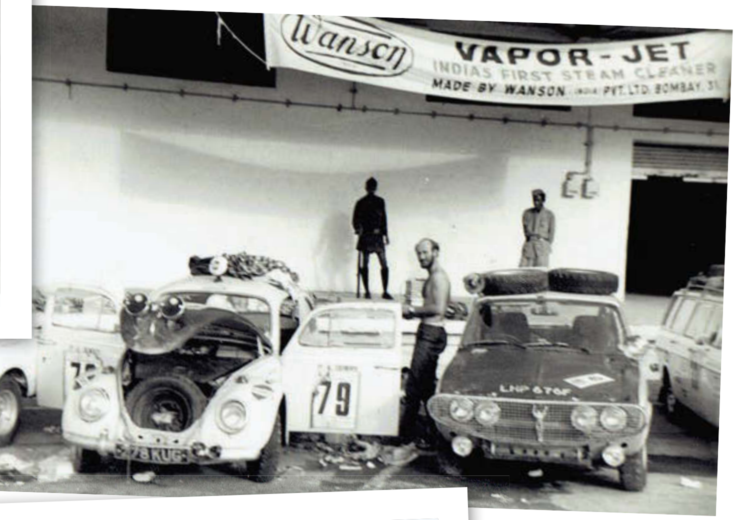
Requests for assistance were declined by the Volkswagen organisation in Britain, who said they never sponsored cars in events such as this, and did not need to prove their cars in rallies as they had already sold 14 million!

As purely private entrants, the Downs brothers knew that entering their white, three year-old 1964 1200 Beetle privately would be a struggle against all odds over the arduous route. Purchased only three months earlier, the car had already been through two previous owners, showed 37,000 miles on the clock, and was still on the original tyres.

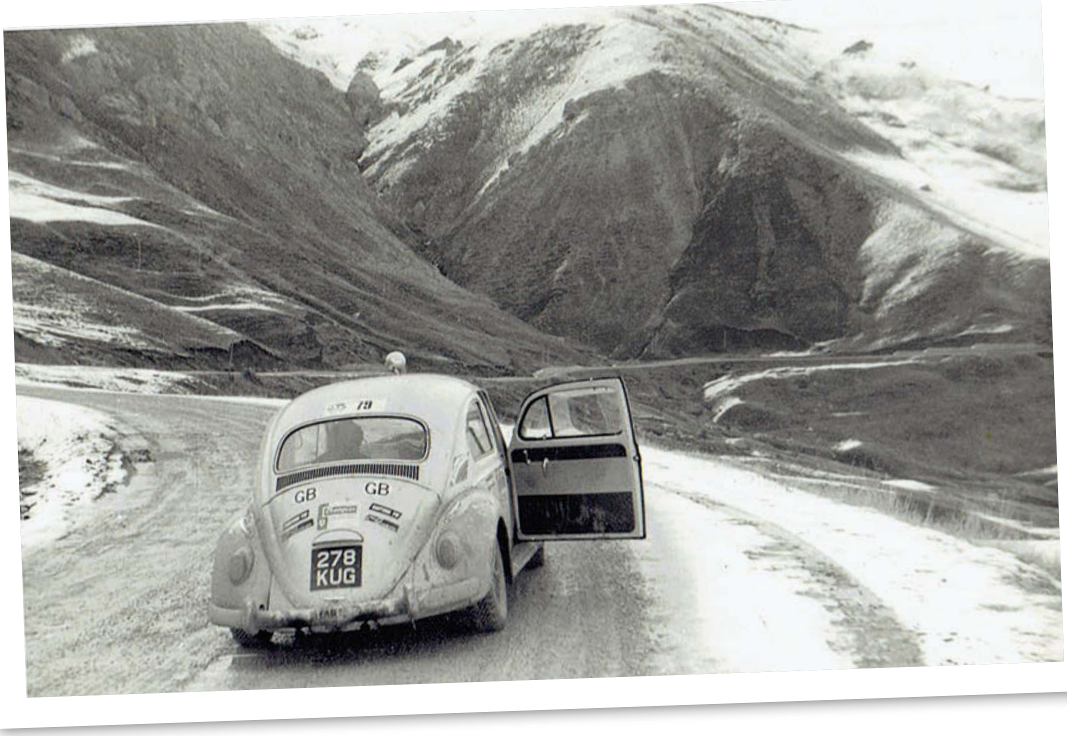
The brothers spent £800 each from their savings in entry fees and preparations, with one or two British companies also giving a helping hand. Auto-Masters Ltd of Hyde equipped them with long-range fuel tanks and emergency salvage gear, and Cartune of Ashford chipped in with wide-rim wheels, reinforced front axle, beefier anti-roll bar, sump guard, straight-thru tailpipes and a Reece-Fish carburettor. They also lent them a book on chassis strengthening. Quinton Hazell provided various useful spares, and Champion



Mechanics at a VW dealership in Kabul took pity on the brothers when the engine's sump was smashed by a rock. They carried out a complete rebuild in less than three hours


Wanson
VAPOR - JET
INDIAS FIRST STEAM CLEANER
MADE BY WANSON (INDIA) PVT. LTD. BOMBAY. 31
79
278 KUG

Pat Downs stripped to the waist during compulsory steam cleaning of the cars at Bombay



After negotiating a mountainous route in Iran, the Downs brothers encountered their first taste of trouble when the Beetle got stuck in mud while taking a shortcut

Bakeries supplied canned bread – which they later admitted saved them from starving on several occasions.

Inauspicious start

Driving down to London from Cheshire, the car's dynamo packed up, and none of the VW agents could be persuaded to open their stores outside normal hours to supply a replacement. Eventually a new one was found at a tiny electrical store in Lewisham, and they spent two hours fitting it.

Starting as No. 79 from Crystal Palace, the Beetle needed a quart of oil and new gaskets even before reaching Dover. (Tony confessed this was his fault as he hadn't fitted the tappet covers properly after checking the clearances.)

But the intrepid pair pressed on. Despite losing points through missing stage controls, they reached Turkey where they spent a further two hours digging the Beetle out of mud after taking a shortcut.

Some 10 hours – and a further 600 penalty points – were lost when the pair were detained in jail after trying to pay for petrol with travellers cheques; the garage didn't understand them and called the police. They were only released after finding an interpreter to vouch for them.

Racing on through Afghanistan, where marauding bandits had to be avoided on numerous occasions, they reached Kabul only to discover their road book had been left behind at the border checkpoint. They were about to be disqualified when a Japanese team arrived in their Vauxhall Viva, bearing the missing document.

Back on the road, the car's sump was smashed on a rocky pass and lost most of the oil. Limping back to Kabul with rags stuffed in the hole in the sump, they were lucky to find a local VW garage

> “the Beetle needed a quart of oil and new gaskets even before reaching Dover”

After landing in Freemantle, police carry out an inspection of the Marathon cars

Tony grips special grab handles while trying to get more traction during a special stage on farmland in South Australia

The Beetle, now minus its front offside wing, displays severe frontal damage and a broken screen as it arrives at the finish in Sydney

where the enthusiastic staff took pity on them, rebuilding the engine – with new bearings and complete crankcase – in three hours!

Other problems were caused by animals. After a brush with a sacred cow in India, Bombay was reached only just in time to qualify for the boat to Fremantle. And once in Australia, a collision with a large kangaroo on the Nullarbor Plain tore away the Beetle's offside front wing, shattering the lamps and windscreen. Undaunted, the brothers wrenched at the bodywork sufficiently to keep going and deployed their plastic temporary screen.

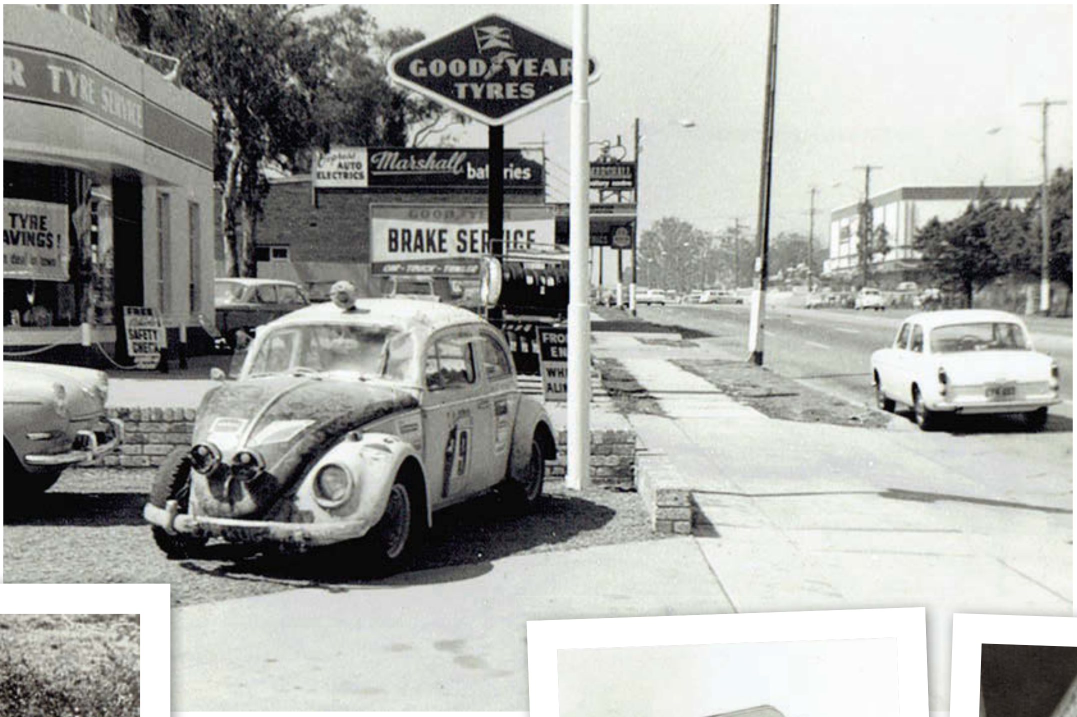
Left stranded

Nearing the finish, a French-entered Citroen DS of Lucien Bianchi was still performing strongly and looked like being the winner. Out of nowhere, however, on a road supposedly closed to other traffic, appeared a Mini which, with no time for avoiding action, collided head-on with the French car, putting it out of the marathon. It was later alleged that the occupants of the Mini were two off-duty and very drunk policemen.

At this point, one of many touching gestures of the event must be recorded. Behind Bianchi's DS was British rally ace Paddy Hopkirk, who was well placed to take over the lead, but immediately forfeited this chance by turning round and racing to get assistance for the stricken accident victims.

Despite all their setbacks, repairs and delays, the two Downs brothers unexpectedly, and unbelievably, eventually crossed the finish line in Sydney in the indefatigable 278 KUG.

With a colossal 9,603 penalty points,



After reaching its destination, the only Beetle to enter the London-Sydney marathon was put on display at a VW dealership in Liverpool, a Sydney suburb. The garage bought the showpiece for just £150

Having collided with a kangaroo, Tony and Pat make a quick roadside repair before continuing across Australia's Nullarbor Plain

Broke after finishing the trip and the Beetle sold, both brothers worked at a VW dealer to raise money to get home. Alas, they only earned enough for Tony to catch a flight

A stranded Pat had to work in a gold mine until generous *Safer Motoring* readers managed to raise enough cash to pay for his return trip back to the UK

they were placed 51st – but even that still put them ahead of the final five of the 56 finishers. It had been an incredible achievement: Scottish farmer Andrew Cowan, who drove a Hillman Hunter to victory to take the prize, said: "That Beetle took a tremendous battering and I was amazed to see it finish… after all they'd been through they deserve a special medal."

But there were no medals for the Downs boys, who had finished the marathon totally broke. They worked for a week in a Sydney VW dealership, finally selling the Beetle to raise enough money for younger brother Tony to fly back to the UK and return to work.

> "the pair were detained in jail after trying to pay for petrol with travellers cheques"

Pat apparently found employment at a gold mine, with no immediate prospect of getting home. However, they hadn't reckoned on *Safer Motoring* and its editor Bob Wyse. After publishing the amazing story, he invited readers to help raise Pat's air fare, giving £25 to start it off and setting up a fund through the magazine.

Within a couple of issues, more than half the £300 target had been raised. Readers continued to donate until some £325 was reached, the surplus being given to Tony and Pat on the latter's return to Britain.

Another of the most touching features of this story came a little later when well known British VW dealer Jack Frost, of Hauxton in Cambridgeshire, presented the Downs brothers with a replacement Beetle from his used stock.

Their heroic original Beetle was exhibited at one or two Volkswagen dealers in Australia but, sadly, was eventually scrapped.

We've included here many of the pictures from the marathon drive, but if you'd like to read more you'll need to get hold of the 1969 volume of *Safer Motoring*, where the saga spread over several issues. ■

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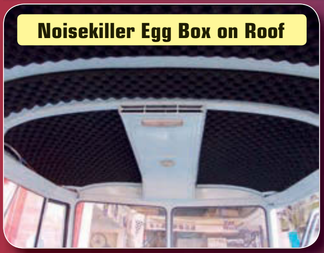

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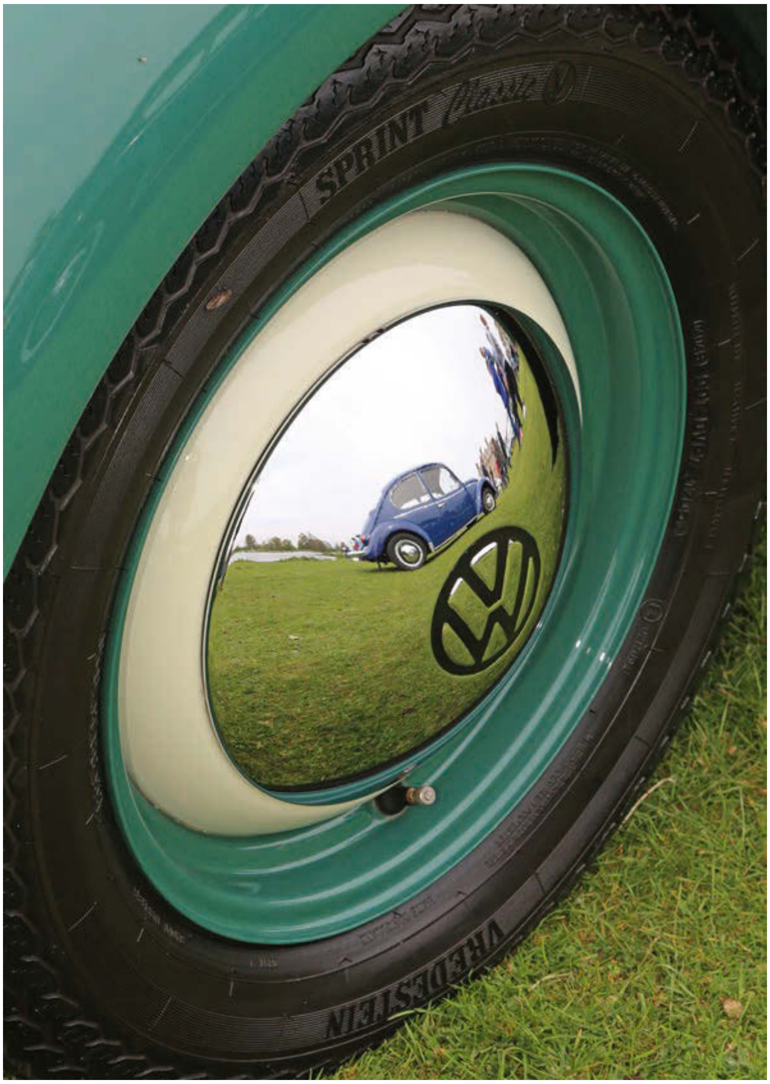
Wheels of change

Despite overall appearances, the Beetle evolved greatly over its 65-year life, not least in what the tyres found themselves being attached to over the decades

Words
Richard Gunn
Photos
Richard Gunn and Cathal O'Toole



Who doesn't love a good hubcap? In this age of fancy blinged-up alloys, there is something rather wonderfully pure and simple about a basic steel wheel covered by a shiny dish. And when it comes to looking good while perched on painted metal and chrome circles, few cars managed it with quite so much style as the Volkswagen Beetle.

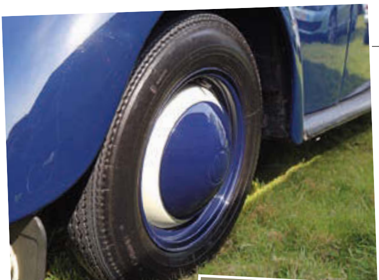
Whatever the criticism from philistines and pub experts that all Beetles look the same, one of the things that always helped distinguish the various incarnations was their wheels, certainly up until the advent of the ubiquitous flat hubcap in 1965. So before you went in close to minutely scrutinise door handles, back lights and rear view mirrors, it was easy enough to guestimate the age of a Beetle from a distance. Well, unless it had been modded or retroed, of course. So here is *VolksWorld's* mini guide to wheel-spotting. You'll be the life and soul of any VW event armed with knowledge like this, we promise.

> "Cabriolets looked even better with rimbellishers fitted"

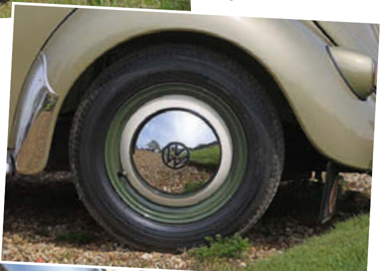
Plain and simple

The first production VW Beetles, in 1938, came with plain black hubcaps; there was no embellishment of any type, for the car was a masterpiece of minimalism, to be produced and sold as cheaply as possible. But when WW2 broke out, even the hubcaps disappeared on military models, leaving just plain steel wheels with exposed road wheel bolts and hubs. In times of conflict, you really don't want to spend any more money or add more frippery than strictly necessary. The Kubelwagen was something of an exception though, often sporting nipple hubcaps complete with KdF (Kraft durch Freude or 'Strength Through Joy') badging.

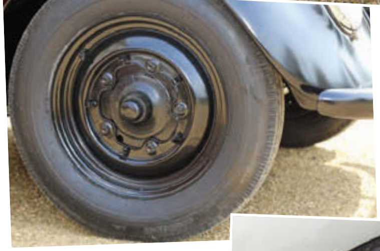
After WW2 ended, building Volkswagens was a somewhat makeshift affair, using whatever materials were available in a war-torn and deprived Germany. That any cars emerged at all was pretty much a miracle; the nipple caps persisted through until 1948 before giving way to painted domed ones with a large VW logo in the centre. This perhaps exhibited a forward-thinking optimism that few people thought justified at the time. But it was… and as sales grew, the fledgling Volkswagen organisation became confident enough to introduce an export model. This was made more attractive to buyers outside of Germany, with extra bright trim – including the domed hubcaps that were now chromed, with the VW logo in the centre painted, often to match the main body colour, at least until 1956 when black became the norm. Among enthusiasts, these curvaceous items are generally regarded as the most attractive of



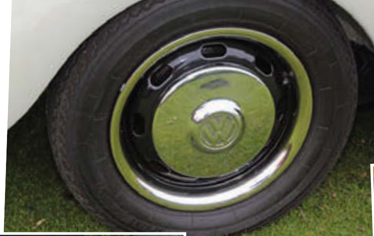
Standard Beetles – in other words, those that weren't for export – of the late-1940s and 1950s had painted hubcaps with a VW logo in the centre



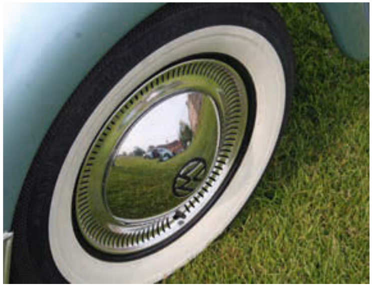
From 1956, the domed 'n' chromed hubcaps of export Beetles had black-painted VW logos as standard



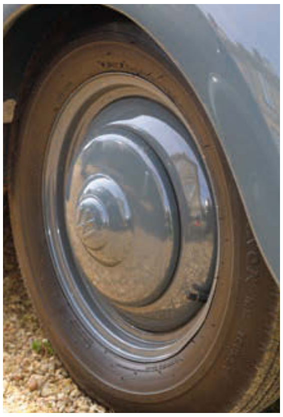
During the war, hubcaps weren't considered the most vital of additions…



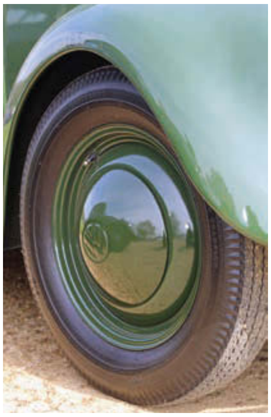
The ubiquitous flat style of hubcap made its debut in 1965, although these ones from '67 were a bit different



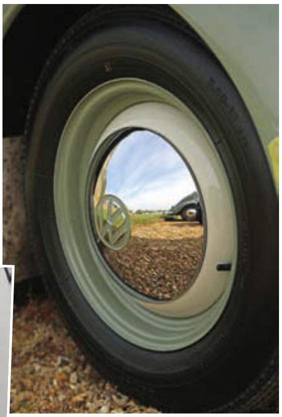
Cabriolets, being a step above ordinary saloons, also came with rimbellishers fitted as standard with their domed hubcaps



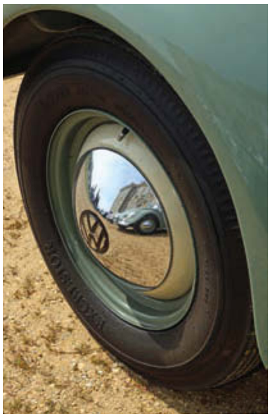
Nipple hubcaps were introduced during WW2, first with KDF logos and then, rather more politically correctly, with VW emblems. They had died out by 1948



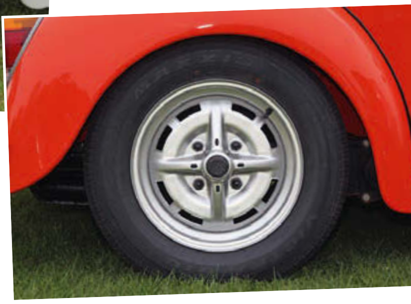
Painted domed hubcaps on a 1952 Standard Type 11E Beetle used by the British military in Germany



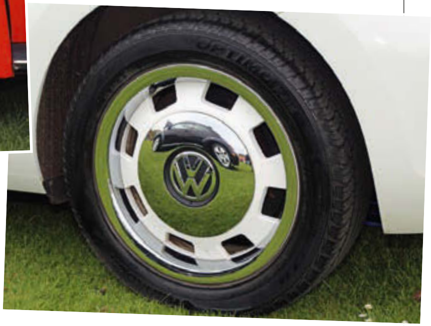
On Export models from 1949 to 1956, the chromed dome hubcaps often had body-coloured logos



After 1962, a frugally-minded Volkswagen stopped painting the VW badge in the centre of hubcaps. But many owners continued the style by doing it themselves



Sports wheels emulated the Rostyle look that was popular on many mainstream British cars during the 1960s and 1970s. They were simplistically good-looking



The current holder of the Beetle name features wheels that harken back to the glory days of the real thing

all Type 1 hubcaps, and remained unchanged even when Beetle wheels shrunk in size from from 16- to 15-inch in 1952. Cabriolets looked even better with rimbellishers fitted – rings that fitted behind the hubcap and thus extended the sparkle to cover the entire wheel.

And to cap it all...

After 1962, Volkswagen stopped painting the hubcap VW emblems, in a cost-cutting measure that saved it a lot of paint and cash, for by now annual Beetle production had passed the million mark. Still, that just gave owners something to do instead, with many just doing a spot of DIY colouring-in themselves.

The year of 1965 saw a major change with the adoption of Frisbee-like flat hubcaps – although we wouldn't recommend trying to use them in such a way – on slotted wheels, to provide better cooling for the brakes. This design remained even when the wheels they covered gained disc brakes but went from five securing bolts to just four.

By the 1970s, many car makers were starting to move away from just offering common-or-garden steel wheels and Volkswagen was no exception. In 1972, it celebrated beating the Ford Model T production total of 15,007,033 with something a little special. The Marathon or World Champion limited edition Beetle boasted metallic blue paintwork and 10-spoke wheels, apparently inspired by the artillery-type items on the vintage vehicle it had just ousted as the world's biggest-selling car. The same year also saw rather nifty barred 4½J and 5½J Sports wheels debuting on variants such as the flamboyant GT and the 1303, and later offshoots such as the denim-clad Jeans Beetle. These pulled off the neat trick of resembling Rostyles, which were very popular on other marques. But for those choosing standard models, flat hubcaps reigned supreme, both on European examples and ones built elsewhere after German manufacture ceased in 1978. Steel wheels with rectangular vents and small centre caps made a brief appearance on some Nigerian and Mexican models, but they weren't around for long.

The current A5 Beetle now references the flat hubcaps of its more illustrious, air-cooled, rear-engined predecessor. It's a nice touch that goes to show how important the steel and chrome wheels were to the classic looks of the original Type 1. And just how timeless they were as well. ■

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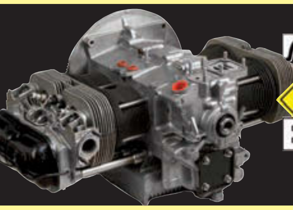

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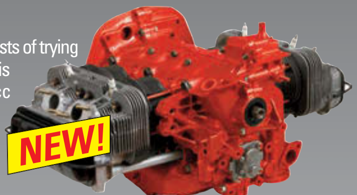

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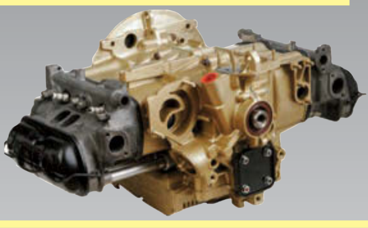
DIY PRICE: £1,475



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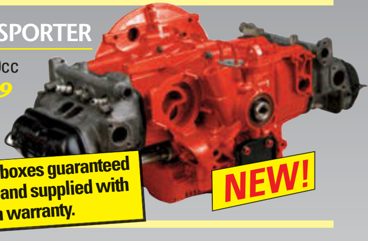
In exchange for 1900cc. As 1·9 (left) but with 2000cc pistons and liners, and new heads. ***DIY: £1,899***

In exchange for 2100cc Injection. As above but fitted with 2200cc pistons and liners, and new cylinder heads.

DIY PRICE: £1,949



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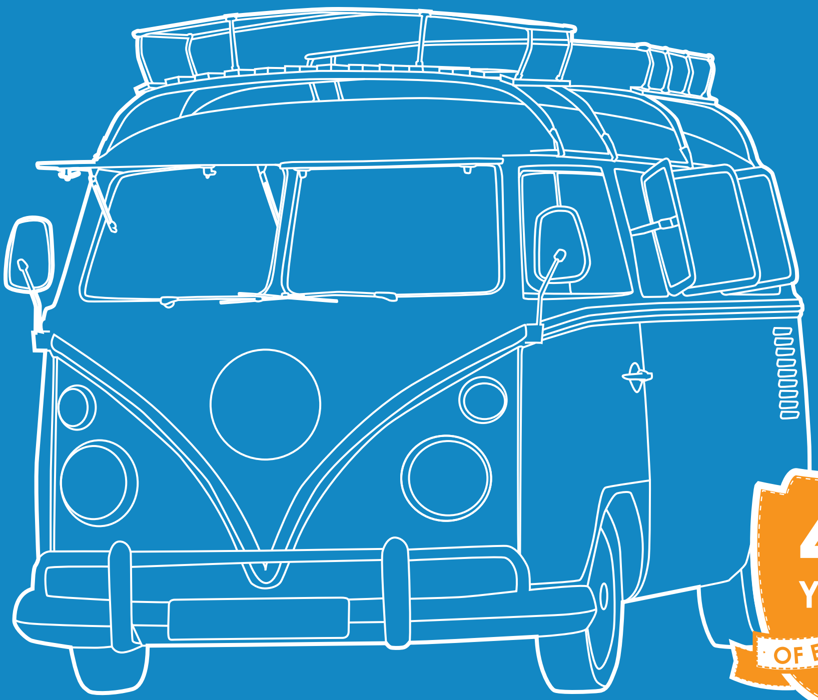

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No Screw left unturned

Having uncovered a Pandora's Box of bodges and bizarre 'fixes', Andy Tonks overcame the odds to transform his new project into something a lot more respectable

Words Josh Reynolds
Photos Chris Frosin

WAKEFIELD
PATENT
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LeMans
24h 1970
23
Porsche 917k

You may have spotted Andy's gorgeous 1967 Beetle on display at The *VolksWorld* Show this year, but you probably haven't heard the story behind it. No 'ordinary' show car, this Beryl Green beauty represents one man's determination to make the best out of a bad situation.

Andy purchased the '67 Beetle back in the summer of 2014, having found it on eBay. The initial idea was to give the car a quick once-over, get everything tidied up and safe, then hand the Beetle over to his daughter to learn to drive in. Having done the same thing for his son already, Andy was pretty confident that he could do it again.

This confidence was bolstered by the fact that the Beetle came with around £11,000 worth of receipts, detailing what had been done by the previous owner. It looked like the hard work had been done, so how much more could there be to do? Well, as it turns out, basically everything.

Horror story

The more time Andy spent going over his new acquisition, the more issues he found with it. What was meant to be a quick project to be finished in a few weeks morphed into a full two-and-a-half year, nut and bolt restoration when the shocking standard of the previous 'restoration' came to light.

Said Andy: "The quality of the work was unbelievably bad, there were metalwork patches over patches and the quality of the welding was terrible. What looked like light surface rust turned out to be crumbling metal. The accelerator pedal

Banded rear wheels were painted to match the interior and fill the arches perfectly

"the Beetle lives in its own secure little house in my garden"

"The quality of the work was unbelievably bad... metalwork patches over patches"

The original bumpers were rechromed, and have never looked better

snapped and fell off, and even some light crash damage to the nose had been skimmed over with body filler."

Andy described it as a Frankenstein car, but it sounds much scarier!

The issues felt never ending, and Andy found more and more problems with the Beetle as the stripping process progressed. This was the point when he had to take a step back and really think about the future of the Beetle. "I'd already been to Just Kampers and bought a lot of parts, but didn't want to properly take advantage of their returns policy by driving a van full of unwanted parts back to their warehouse," he explained. Having come this far, he made the decision to keep going and get the pitiful Beetle restored properly this time, once and for all.

Totally floored

He started with the chassis, with the aim of getting the floorpan rolling as soon as he could. The central spine of the vehicle was in good shape, as were the heater channels, but the front chassis section and the front bulkhead were replaced, along with many other parts. Andy called in some help from his friend Darren Jenkins, who owns Banbury Powder Coating where much of the work took place. The floors were replaced, and eventually the Beetle started to look like an actual vehicle again, and one that might eventually grace the roads of the UK and beyond.

Once the chassis was together, Darren powder coated, zinc plated and stone guarded it, to ensure that the elements wouldn't undo all of their hard work.

Once this was done, the body was also stripped and the useable parts were

It looks fabulous now, but Andy's Beetle was hiding all manner of horrors when he bought it off eBay

TECH INFO

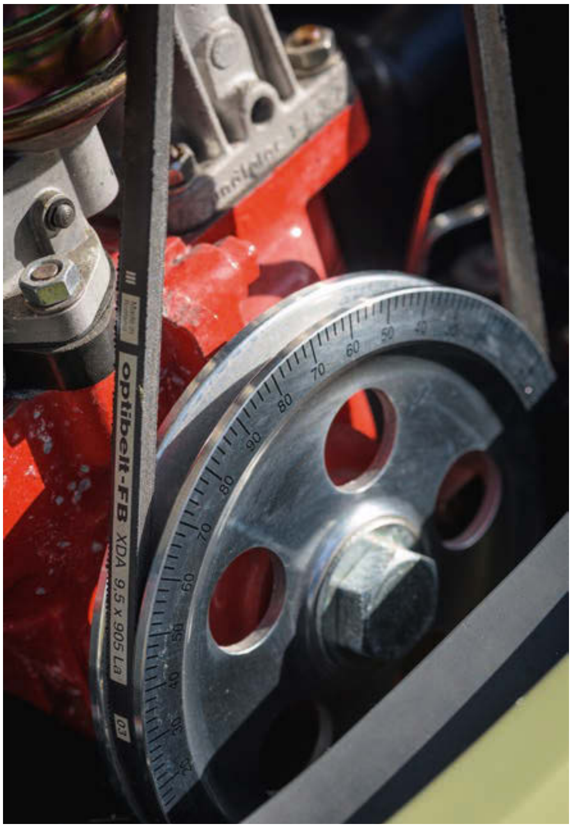
BODY
1967 Beetle, painted in Beryl Green (L478)

ENGINE
1700cc with refreshed tinware; SCAT air filter; EMPI oil filler neck, breather box, timing pulley, generator pulley; 009 distributor; electronic ignition with Pertronix Flame Thrower 3-Ohm coil

SUSPENSION
Fully refurbished and painted, with a subtle drop on the front end

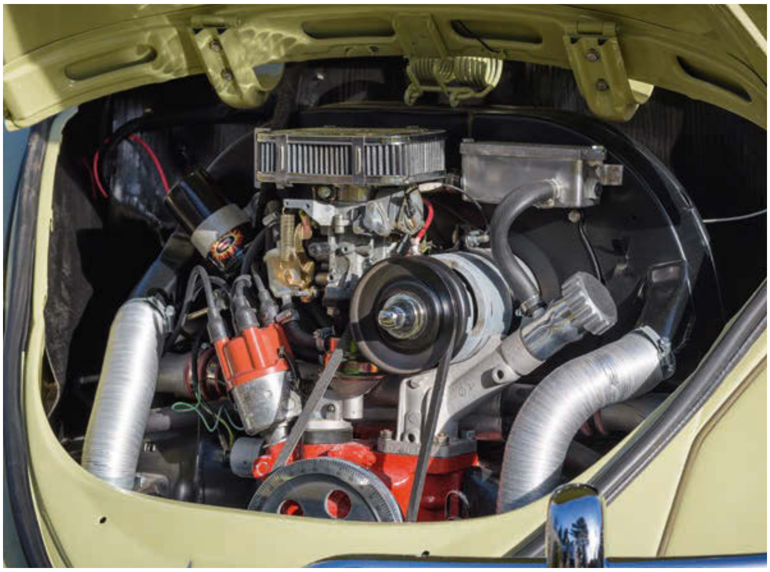
WHEELS AND TYRES
Original 15in steel wheels at front, banded steel wheels at the rear; Continental 155x50x15 tyres at front, Pace 195/60/15 at rear

INTERIOR
Fully re-trimmed in matching vinyl by Bromsgrove Auto Trimmers; new head lining; new oatmeal carpets; gauges for oil temperature, oil pressure and voltage



Andy was relieved to find zero end float and honing marks still on the cylinder bores when he stripped the engine, so satisfied himself with dressing it with lots of nice EMPI accessories instead

The subtle drop on the front end is a nice twist to this largely-stock Beetle



Andy painted all the tinware then fitted a 009 dizzy and electronic ignition to make the engine run sweet again

The SCAT air filter was one of the many little details that Andy added while freshening up the engine bay

blasted clean and reassembled. There wasn't much on the Beetle that didn't need work. "Basically, everything on the vehicle was either replaced, refreshed or re-plated," he says.

He used best quality panels from JK, always buying their UK-made range where he could. There were a lot of panels to be replaced, too. "It started to feel a bit like Trigger's Broom,'" Andy joked, referencing the classic scene from Only Fools and Horses. It wasn't just the obvious things like the inner and outer wings that needed replacing, but even the rear apron and front nose section were shot.

All in all, he spent over £2,700 on panels alone with JK, which goes to prove just how bad it was.

Once the body was more or less back together (using stainless steel bolts), it was time to put it back on the chassis. "After hundreds of hours, I could finally see the light at the end of the tunnel," smiles Andy. "Getting the treated body married to the chassis again, with a new seal, was a real turning point. It gave me the motivation that I desperately needed."

A bit of Beryl

When it came to the engine Andy was pleased to discover that the 1700cc lump that the Beetle came with was actually in pretty good shape and, unlike the rest of the car, hadn't been messed with.

That said, he refreshed and powder coated the tin wear in satin black, and VHT coated the exhaust, as well as replacing the ignition with a Pertronix setup. He then installed a replacement fuel pump, SCAT air filter and EMPI engine details and set about tuning it, so now it runs beautifully.

Andy then completely refurbished and painted the

suspension, the front having been given a slight drop by the previous owner. It runs the original five-stud steel wheels on the front, which are banded at the rear. Before fitting they were blasted, powder coated and painted cream by Darren.

While working on the wheels, Andy replaced the brake drums, cylinders, pipes, hoses, adjusters and wheel bearings. Where possible, the components and brackets were powder coated before refitting.

Now it was whole again, Darren and Andy prepared the Beetle for paint, choosing Beryl Green for the top coat. Andy then refitted the original glass and door handles with new seals, had the bumpers re-chromed and re-fitted and tackled those 101 other little bits that needed doing with renewed enthusiasm.

“It started to feel a bit like Trigger’s broom”

Inside job

With all this work going into the metalwork and mechanicals, Andy wanted to make sure the interior looked just as good so called in help from Peter and Angela at Bromsgrove Auto Trimmers (www.bromsgroveautotrim.com), who did a fantastic job on the carpets, door cards, upholstery and roof lining.

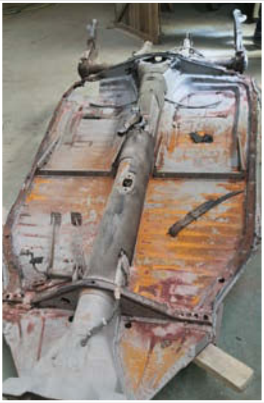
The seat frames have been powder coated, there’s sound deadening underneath the new oatmeal carpets and there are new latch

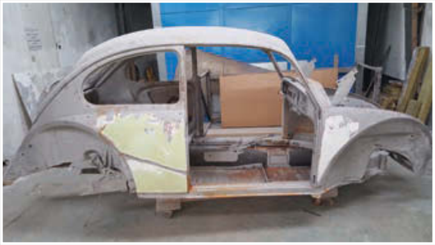
THE BUILD

> You can see why Andy was taken in with his eBay purchase; accompanied by a pile of receipts totalling £11,000, most of us would have looked at this car and thought it was sound

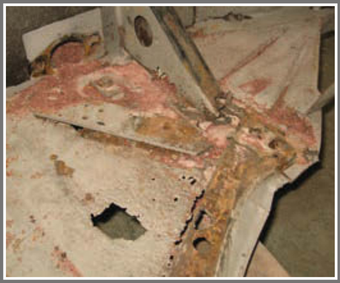
< Andy only meant to undertake a light restoration and make the car safe and reliable as a first car for his daughter. Inevitably, things got a bit more involved

> ∨ The true story of what was going on underneath was only revealed once the body had been removed from the chassis and old paint stripped off





> The twin-port replacement engine that came with the car was in relatively rude health, though it was stripped and new seals and guides fitted



< This was the dreadful state of the pedal area. Plates had been welded over plates, creating multiple layers of rusty bodgery

> ∨ Someone’s granny did this. Just look at the gauge of metal that’s been used in that body mount! We’d like to think that classic VWs aren’t still subjected to this level of butchery

Bromsgrove Auto Trimmers worked their magic on the interior, with Andy pouring over their catalogues to pick a colour that matched the exterior in a grain he liked

Extra gauges for oil temperature, oil pressure and voltage were all supplied by JK

“I was scared stiff that I wouldn’t find bits like the unique doorhandles”

Andy tried to keep as many original features as possible, including the newfangled black ‘safety’ knobs which made their debut in ’67

Being a ’67, oddball parts like one-year-only door handles provided an extra challenge during the resto

mechanisms and strikers in the doors, to replace the worn out originals.

The quality of finish inside and out reflects the level of work that has been done throughout the Beetle’s second restoration. If the colour matched seats and fresh paint look impressive, they’re nothing compared to the hours of labour that Andy poured into getting this poor, mistreated Beetle back to its former glory.

Of course the fact that it was a crossover ’67 model provided Andy with an added challenge. “I was scared stiff that I wouldn’t find bits like the unique doorhandles, so I kept everything. As it turned out, JK were helpful finding the right parts and took a lot of the hassle out of the restoration.”

Other than a few last bits, it’s now more or less finished. It had been around two and a half years since Andy had first bought the Beetle, which was definitely not going to be his daughter’s first car. “She now drives a 1984 Ford Fiesta, and the Beetle lives in its own secure little house in my garden,” he laughs.

We’re really impressed with the quality of work and the finish that Andy has achieved with this Beetle, especially as it was only meant to be a ‘quick project’. He’s turned a real mess of a car into a show worthy classic, and we applaud that. ■

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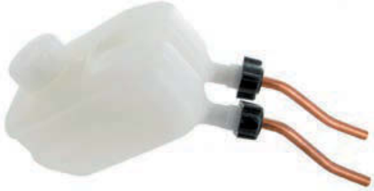

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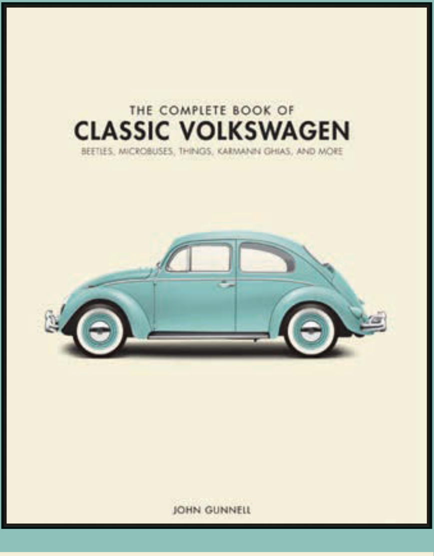
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Second coming

When Pierre Radjawski's name was announced as a Top 20 award winner at this year's *VolksWorld* Show it represented the successful end to a challenging but ultimately efficient top drawer restoration

Words Ivan McCutcheon **Photos** Chris Frosin

Karmann Beetles came with vented decklids as the body didn't allow for air intakes below the rear window. The French license plate was made to suit the 'W' 'lid

The following and passion for air-cooled Volkswagens in France has many similarities to the UK. At virtually the same time as we published the very first issue of *VolksWorld* way back in 1987, a very similar magazine, *Super VW*, was launched for French VW fans. Three decades ago, as we were all going nuts for our own take on the California Look that later became known simply as the New Wave, VWs which were similar in many ways to our own cars were being built in France.

As the '80s came to an end, *joie de vivre* and Gallic flair saw French customised VWs morph into a style all of their own; they became renowned for wild paintwork and creative graphics. The VW scene in France has never been about honking high capacity or dual carb'd motors, due to the strict laws laid down by the French homologation division, the *Service des Mines*, which is responsible for vehicle type, manufacturer and model approval. According to the SdM, every vehicle used in France must adhere to manufacturer specification and if any modification is made, it needs to be put through its own homologation test. There is no point considering running the gauntlet and driving a car with unapproved mods because if are pulled, and your car checked, you'll either be made to remove the illegal parts and revert to stock or face having the car seized on the spot! Fancy fitting K&N air filters? Don't bother, as it states on the company's website they're 'Designed to increase horsepower and acceleration' and that as we understand it, in France, equates to *Un grand non*.

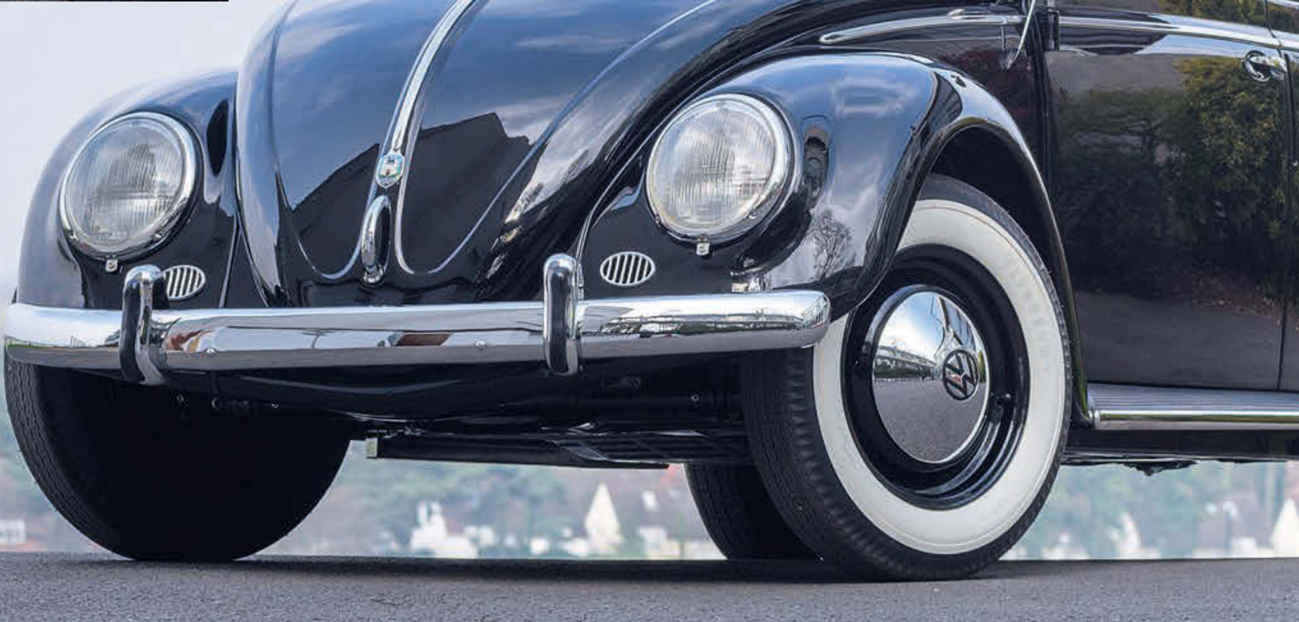
> “The VW scene in France has never been about honking high capacity or dual carb'd motors”

Vintage revival

As the pastel paint faded and show car owners looked for something different, the restoration of stock vintage became ever stronger in France, even despite the ruthless scrappage scheme of the 1990s that sadly saw the end of countless classic cars. The owner of the stunning 1955 Karmann Kabriolett you see here, Pierre Radjawski, won't have memories of this

< A set of 'gum dipped' Firestone wide-whites will hammer your wallet… But you're only here once, so you might as well realise your dreams!

> You simply can't beat the looks of an arrow-straight black Karmann Beetle, especially when it's fitted with proper white walls



Pierre's car is from the last year that the Batwing steering wheel was fitted. Perohaus 8-day dash clock is a seriously desirable original accessory

Not so optimistic, the speedo reads 120km/h and the official maximum/cruising speed for the 1955 model was 110km/h

The original colours and patterns for 1955 were faithfully replicated by El Casimir Sellerie for the seats and interior panels, whilst Wolfsburg West supplied the new square weave carpets

1955 was the last model year to have the 'grooved' interior handles

Karmann Beetles featured wind down front and rear side windows

“As the pastel paint faded… the restoration of stock vintage became ever stronger”

Being French, the spec is totally as it would have been when new

optibelt-VB A830 Ld/

period of the French VW scene as he was born in 1986. However, it is as a toddler that his passion was established, thanks to his father, Joël, who owned a Royal Red 1200 Base model Beetle thought to have been of 1972 vintage. The memories of this car assured he would grow up having little interest in owning anything other than air-cooled VWs, and when he was old enough to do so Pierre did exactly that. Prior to the car we are about to tell you about he has owned a 1961 Beetle and 1967 Split Screen Panel Van. The '55 came into his life back in 2013 when he was just 27 years old.

That's the one!

When we are interviewing owners of the cars we feature it's always interesting to hear their thoughts, and the comments Pierre made when we asked him how he found the car were so refreshing we simple had to relay them. He found the Karmann Beetle on the global VW portal, TheSamba.com and explained how he viewed the site; "You have your dream, open TheSamba.com, do a search and can realise the dream in an hour! You have a route from your house directly to the door of the seller. You can realise your passion without leaving your home. Immediately, I seized the opportunity of owning the Kabriolett and soon my new child was making the crossing and coming to my home." Don't think the car was anything like the beauty you see here, though, as Pierre explains: "I realised I would have to forfeit any luxuries as the car would need a complete restoration. I knew from the start that it would be a large project."

Pieces of the dream

Any restoration of a Volkswagen of this kind of vintage is sure to require new replacement parts and hopefully the ever-diminishing number of dusty, unused genuine VW components out there still includes those

>

TECH INFO

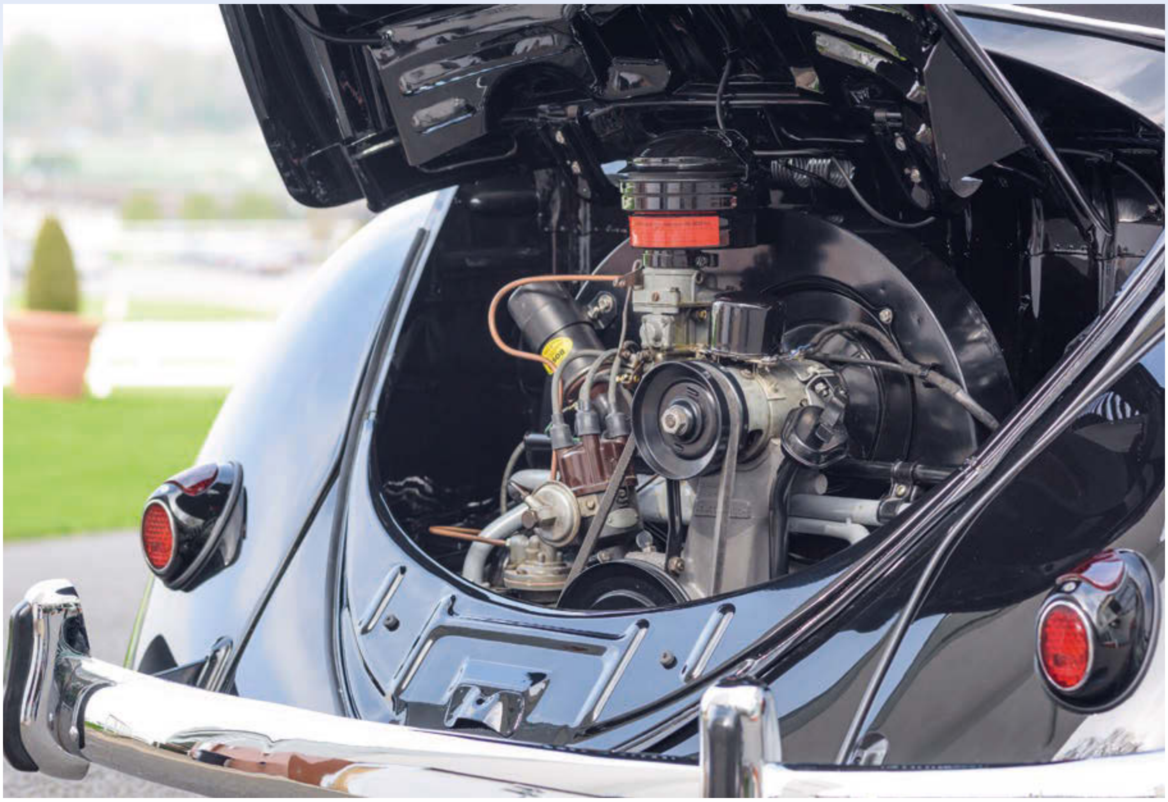
BODY
1955 Type 151 Karmann Kabriolett Beetle, built in May 1955 by Karmann Carrosserie, Osnabrück, Germany. Total production for 1955: 6361 units; painted in VW L41 Black; wheelbase: 2400mm/7ft 10.5in, length: 4070mm/13ft 4in, width: 1540mm/5ft 1/2in; weight: 780kg (saloon 710kg)

ENGINE
1192cc 77mm bore x 69mm stroke; compression ratio 6.6:1; power output 30bhp @ 3400rpm; maximum and cruising speed 68mph/110km/h

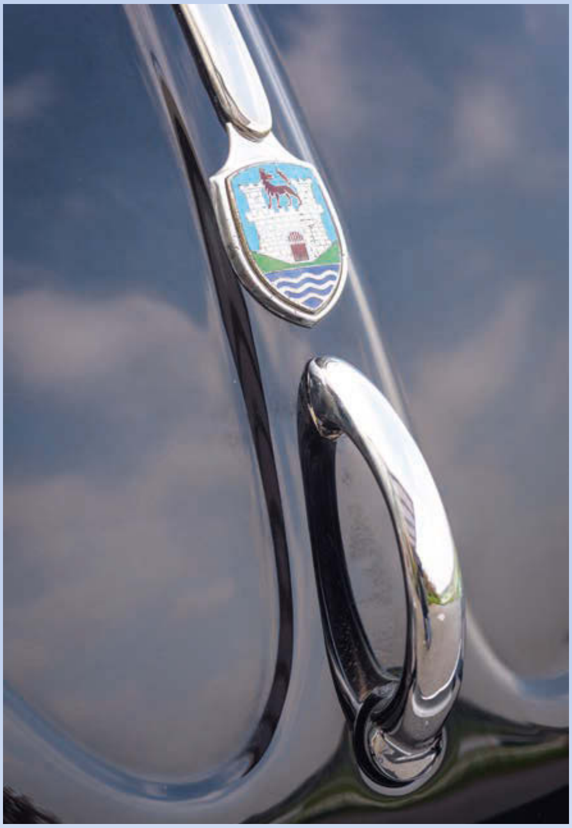
TRANSMISSION
Four-speed with non-synchromesh 3.60:1 first, 1.88:1 second, 1.23:1 third and 0.32:1 fourth gear. 4.4:1 final drive

INTERIOR
VWK141 Dark Red imitation leather

WHEELS AND TYRES
4Jx15in; Firestone 560 -15 gum dipped white wall cross-ply, tubeless tyres

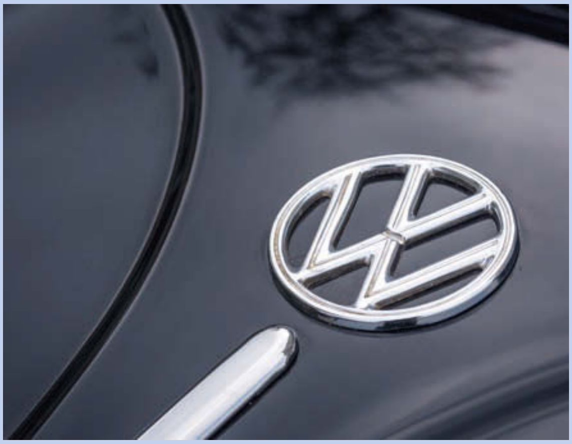


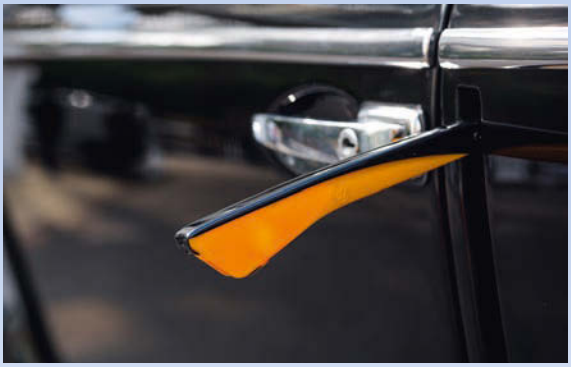
Both the original engine and gearbox were totally rebuilt by Pierre's good friend Stéphane Dixit



The original style Wolfsburg crest was used throughout the production of the Oval Window and Kabriolett

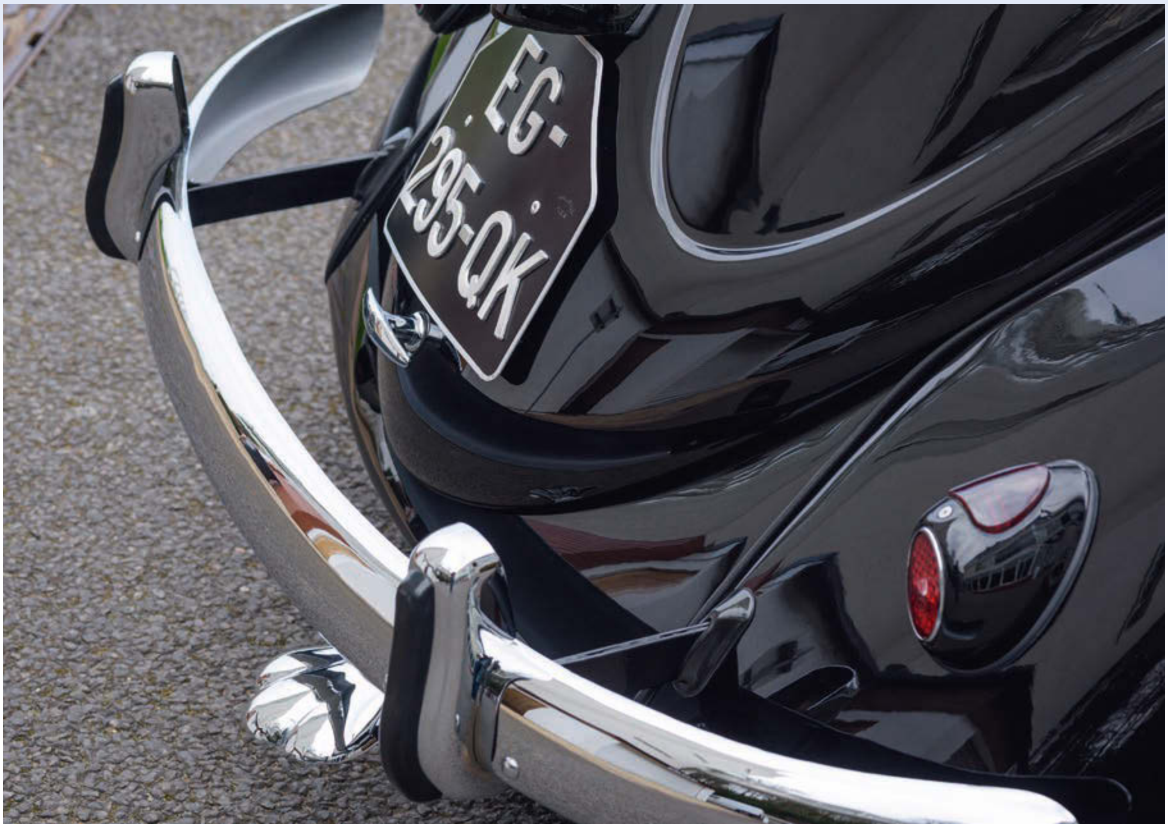
The Oval era Beetles built up to 1957 had pressed VW bonnet logos with four mounting tabs





Karmann Beetles had semaphores in the body just behind the doors, driving with them today takes bravery!

> “You have your dream, open TheSamba.com, do a search and can realise the dream in an hour!”



Overrider buffers and accessory tail pipe clamshell cover were added by Pierre. Heart tail lights had the brake light section pointing upward to reflect onto the rear wing paintwork needed. Anyone who has restored a Karmann convertible of any description will tell you certain parts can be a real headache to track down and can hinder the completion of the project. Decklids are big money, missing window frames and door hardware, rear windows, even doors can take months, perhaps years to locate. Especially if you are hell-bent on getting the period correct items. Fortunately, Pierre was able to locate and purchase everything he needed which was missing or couldn't be restored back to the standard he wanted.

> **"We prepared and painted the body twice, but the results weren't to the level I expected"**

At the beginning of 2014 worked started, as Pierre explains: "We started by replacing the floors, then reinforcement rails, rear valance, rear corners and various patches here and there. The chassis and a few suspension items were treated to *thermolaquage* (baked paint) for optimum protection."

But, needless to say, not everything went to plan. "We prepared and painted the body twice, but the results weren't to the level I expected or required," bemoans Pierre. "As the original colour of my car was black it leaves no chances for even minor bodywork defects."

As you can imagine, by this point Pierre had well and truly had the wind knocked out of his sails, but he wasn't willing to be stuck in the Doldrums. With his dream on the line, so to speak, he got a second, no, third wind and the hunt was on for the right company to carry out the work.

The outfit he chose to make things good again and complete the '55 was Nostalgia Cars (www.nostalgiacarslaglanerie.be), a workshop run by a duo of true VW enthusiasts called Diégo Delespeaux and Ben Lanthier. Their passion, know-how and thirst for quality aren't something worth questioning – they are on top of their game! The company is located over the border in Belgium in the Tournai region, not too far from Lille. Anyone who's been to EBI will have driven past the location.

Unlike some specialists, Diégo and Ben don't just offer, for example, body and paintwork – they are able to take care of every stage of the restoration. But it was body and paint Pierre needed and this time it was a case of third time lucky! Nostalgia Cars got the Beetle in 2016 and delivered the deep and straight finish Pierre wanted. In fact, to quote him directly, "The result is above the expected level."

Tempus fugit!

Why is it we all decide to set ourselves goals when it comes to finishing our cars? Well, if we're honest, probably because we'd never get them done otherwise. A 10 year-long restoration is something to boast about to some, but countless VWs have been lost as they rot away due to people erroneously thinking that they are going to restore them one day. That day, for many, being the 12th of never. Not Pierre – he was set on Sandown Park, despite only being a matter of months away. As he commented, "Once the car was painted, we began the rebuilding work and with a black convertible you have to take a lot of care and patience. At this point, I have to thank Diégo and Ben of Nostalgia Cars for their knowledge and advice."

The original gearbox and engine had both been restored since the car was dismantled, so no surprises were in store. The upholstery was redone in the original colours, while the roof cover was a mohair replacement from Wolfsburg West and fitted by El Casimir Sellerie.

Fast forward the tail end of 2016, and the moment Pierre received confirmation his car had been officially accepted as one of the display cars for the 2017 *VolksWorld* Show. He told us, "I was very pleased by this news, so we worked hard to finalise the car for that date. We made the deadline and were at the show with the freshly completed Kabriolett. This was the first time for us to exhibit a car and what a reward it was to start off by winning Top 20! It was an immense pleasure. We would like to thank the Nostalgia Cars team who helped us to achieve our goal!" ■

On the right we have Pierre and, to his left, his father Joël, the man responsible for his life-long passion for old VWs!

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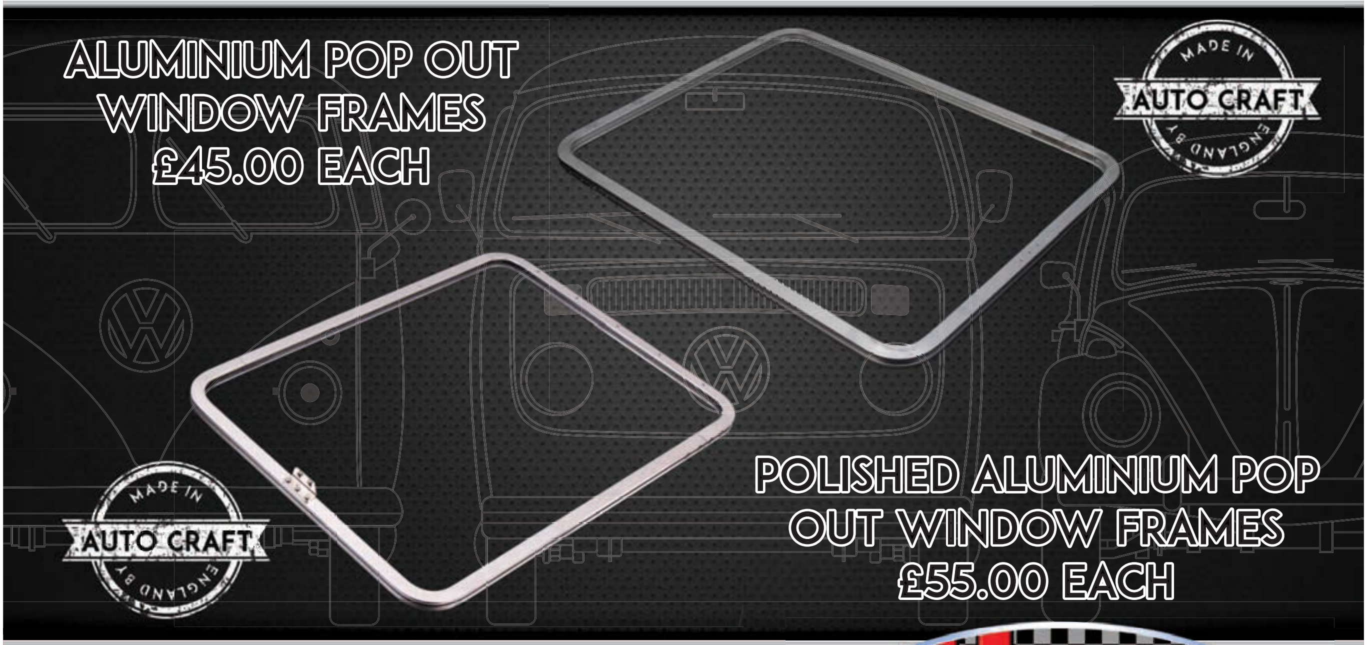

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Getting better all the time…

Peter Dunn and Henry Kay bought this '63 Bus from eBay, and although it was already in pretty good shape, they've just spent the past three years improving it

Words Mike Renaut **Photos** Matt Richardson

Meet 'Busty,' a 1963 Volkswagen camper van belonging to Peter Dunn and his partner Henry Kay. Although Busty is not all she initially seems. She hasn't always been a Camper, but we'll get to that in a moment. "I first had a 1963 Microbus back in 1984," explains Peter, "I bought it for £300 and loved driving it, but I was trying to buy a flat in London and, needing the money, sold it six months later at a slight profit for £350." Obviously both Splitties and London flats have shot up in value since then!

"I always wanted another VW Bus after that but never managed it, although I did own a 1971 1300 Beetle that was bright red and got nicknamed 'Slartibartfast' after the character in *The Hitchhiker's Guide to the Galaxy*. Sadly my brother later wrote the Beetle off. Then, in 2013, I sold the flat, moved out of London, and finally had the money to buy another Bus."

You've likely spotted that Busty doesn't quite have the same bodywork and windows as a standard Camper, that's because she in fact started out as a Panel Van. According to paperwork from previous owner, Gavin Lane, who sold her to Peter, she was built sometime between December 1962 and April 1963. Then, in 1965, bought by newlyweds Mr and Mrs Newton of Sydney, Australia. They converted it to a Camper fitting a basic camper interior and side windows. The Newtons christened their Bus, 'Busty,' and kept her until 1999 when they sold her to Gavin, who brought the Volkswagen to the UK in 2001.

The Bus is improved just enough to make it easy to drive and comfortable to camp in but without changing the overall classic feel. No slammed suspension over Fuchs here!

Peter (in the hat) and Henry take a well-deserved break from working on their Bus. You'd be smiling too if you owned a Camper as nice as this

Despite decades in a warm climate, Busty wasn't completely rust free. There was some rot in the guttering above the cargo doors and more in the sill and jacking point. Otherwise she was in decent enough condition but, having been weighed down with all that camping equipment, she had been worked hard and had begun to jump out of fourth gear.

Previous owner Gavin had the sill and jacking point repaired, and that corroded gutter section was cut out and replaced with new metal. The rear axle's reduction boxes were overhauled, and the gearbox replaced. The hubs and brake system were also rebuilt and a 1500cc VEGE (www.vegeuk.com / 01246 272 227) remanufactured engine installed in around 2005. Then, in 2012, the van was stripped and professionally repainted in her original colour of Turkis Green using two-pack paint. At the same time the bumpers and wheels were redone in Silber Weiss and all the door, window and light rubbers were replaced, including the ones in the overhead fresh air duct. Up front new seat cushion and spring covers were fitted, along with off-white seat covers from TMI. A new set of interior panels also went on just before the van was sold.

Home improvements

It sounds like Busty was fully ready to go, but since buying the van Peter has also made a number of changes. "We swapped the side doors for Microbus doors," he says, meaning the side windows are now larger than the non-standard ones that were added in Australia. "Both new doors were bought separately on eBay in the same week, then Voodoo VW in Newbury (www.voodoovw.com / 01635 521080) cut the bases from the existing doors since the new ones I'd found were rusty along the bottom edges but still solid in the tops.

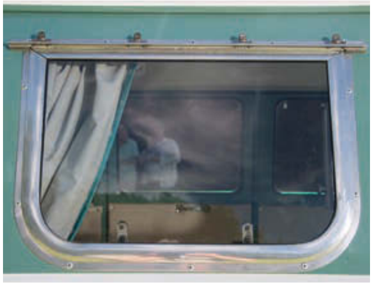
"After the first winter we had her, the paint bubbled in a few places so we had Gail and Rich at VooDoo VW undertake a full respray. She was Turkis Green all over but we felt she needed a lighter colour to break it all up a bit, so we added the Pastel White. But rather than follow the factory paint pattern we deliberately left the area above the beltline green to allude to her earlier life as a Panel Van."

If you look closely inside at the rear corners of the body something else has been changed – the internal strengthening has been repositioned. "In Australia, the upright ribs ahead of the engine bay were moved back approximately six-inches to just ahead of the engine louvres, so they could install the windows," says Henry. "I've always wondered if those side windows came from an Airstream caravan?"

Built as a Panel Van, Busty was converted to a Camper in '65 by an Australian couple for their honeymoon

Far right: what the Bus looked like when Peter and Henry first got hold of it, its commercial origins are far more obvious with the single colour paint

> “After the first winter we had her, the paint bubbled in a few places”



Unusual side windows were part of the home conversion into a Camper while the Van was in Australia. Are they perhaps from a caravan?

One big clue that Busty didn't leave the factory as a Camper is the number of windows, three on the driver's side versus only two on the passenger's

TECH INFO

BODY
1963 Volkswagen camper conversion in Turkis Green (L380). Converted from a Panel Van into Camper with aftermarket side windows, Microbus doors and repositioned rear body panel ribs to allow window fitment

ENGINE
Reconditioned VEGE 1500cc unit

GEARBOX
Four-speed manual, CSP shifter

BRAKES
Disc conversion on front, standard drum rear

STEERING
Creative Engineering electric assisted power steering (EAPS) rack

INTERIOR
Conversion to 12-volt; stainless sink, cooker and bed added; sat-nav and reversing camera

Busty now also benefits from a Creative Engineering (www.creative-engineering.com / 01258 863600) electrically assisted power steering which has made a big difference to the driving experience. Said Peter: "You're no longer lunging toward oncoming traffic or heading for a ditch. It's still obvious you're driving an old Volkswagen, though." Busty's also had a front disc brake conversion, the work again being done by VooDoo VW. "That was another big improvement," says Henry, "since the original brakes really weren't that great and we planned to use her as much as possible."

But as you'd expect from something over half a century old, life with a vintage Bus isn't without its little 'challenges'. "It's always developing new faults," smiles Henry, "but John and Grant at Beetlelink in Farnham (www.beetlelink.co.uk / 01252 326 767) are extremely good at finding and fixing any problems." Peter agrees adding, "We do owe particular thanks to Grant and John for always being able to diagnose whatever problem Busty throws at us, and being able to find workable and cost effective solutions to all her many mechanical difficulties."

Difficulties such as those that occurred in 2014. "On a holiday in Cornwall," remembers Peter, "the clutch cable snapped, but somehow we managed to keep going for a while in second gear. We had the parts with us but no tools, so we called the RAC. The patrol man spent three hours fixing her and while trying to persuade her to behave, he kept saying 'c'mon darling.' It was quite sweet really."

Spark of inspiration

Perhaps the biggest changes have taken place inside. "I started to do all the electrical repairs myself," explains Peter, "but after a while I realised it would be better to have a professional do it all at once. So in 2014 we had an auto electrician, Shocks Away in Farnborough, Hampshire (www.shocksaway.com / 07887 898000), put in a leisure battery for us. Busty did already have a 12-volt conversion, but there were still lots of six-volt parts fitted such as the wiper motor – with 12-volts they used to go twice

> "I've always wondered if those side windows came from an Airstream"

Microbus doors replaced the original panels that had been fitted with the same smaller windows as the rest of the Van. The paint colours are Turkis Green and Pastel White; the use of a green band above the beltline alludes to Busty's previous life as a Panel Van

the usual speed and bang from one side of the screen to the other." The engine has also had an alternator conversion carried out.

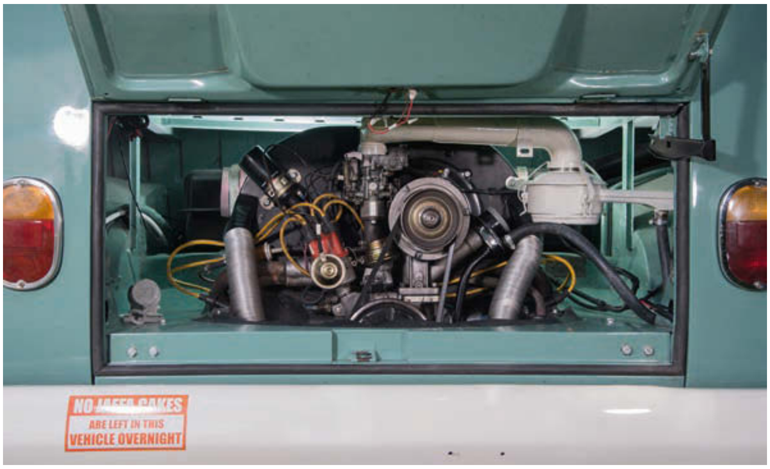
During 2013-2014 Busty was fitted with a new headlining and a rock'n'roll bed, sink and cooker. Dave the Trimmer (www.davethetrimmer.com) in Frimley did, naturally enough, the trimming. "Dave fitted the bed and parts but we guided him as to exactly how we wanted it to look," says Peter, "and VW Bus Bits in Dorset (www.vwbusbits.co.uk / 01305 854828) made the cabinets.

"We built a box from MDF to hold the Pioneer head unit and bought trim material to pad it," explains Henry. "We then mounted onto it a VW drinks holder, so we didn't need to cut up the dashboard." The display screen also works as a satnav and a rear view camera when Busty is in reverse. A reversing light was also added that works off a solenoid on the speedometer cable and there's a CSP gear shifter too. "Frankly, the old gear lever and mechanism completely fell apart so we replaced the whole lot," admits Peter.

Having splashed out a fair bit, the '63 now has to work for its living. "We do weddings with her, although not proms since that

The Bus now benefits from a Creative Engineering electric assisted power steering and disc brakes, making her even more pleasant to drive

There's no Jaffa Cakes in here but there is a rebuilt 1500cc VEGE engine. Coupled with the rebuilt rear axle reduction boxes, Busty now scoots along at a decent rate of knots



When the replacement Microbus doors swing open there's an inviting interior waiting. Some of the work was done in 2012 but Peter and Henry have also added their own touches, such as wine…

The rock'n'roll bed was added in 2014 along with a new headlining, sink and cooker. White faux fur makes it cosy in winter

All the comforts of home. Stick the kettle on eh, Peter, we're gasping!

The entertainment centre contains a Pioneer head unit with the screen doubling as a reversing camera. The guys made their own free-standing mount to avoid having to cut into the dashboard

New Beetles might have flower vases on the dashboard, old Volkswagens have proper bunches. There's movement sensors for the alarm and a hands-free mic cleverly hidden among the blooms

requires a private hire licence. We built a magazine rack in the back so wedding parties have something to read on their way to the church."

Looking back, work has progressed slowly but surely – something which Peter explains was down to finances, more than anything else. "We wanted to just go to one company for all the work but we couldn't find anyone who could do the lot at a price we could afford. That's partly why it's been done over a period of a few years because we just couldn't throw a lot of money at it all in one go."

Given that Peter and Henry use it most weekends, though, they're obviously pleased with the end result and keen to carry on enjoying life with an old Bus. "Too many people seem to lock their classic Volkswagen away, but we go camping all the time in Busty. She's practical to sleep in and has an awning tent, gas hob and wash sink so we're self-sufficient. If there's a downside it's only that nowadays every journey takes longer than we'd expect because we can't stop anywhere without people coming over and talking to us about her, or wanting to take photos." If that's the only negative, we think they've done pretty well… ■

"we can't stop anywhere without people coming over and talking to us"

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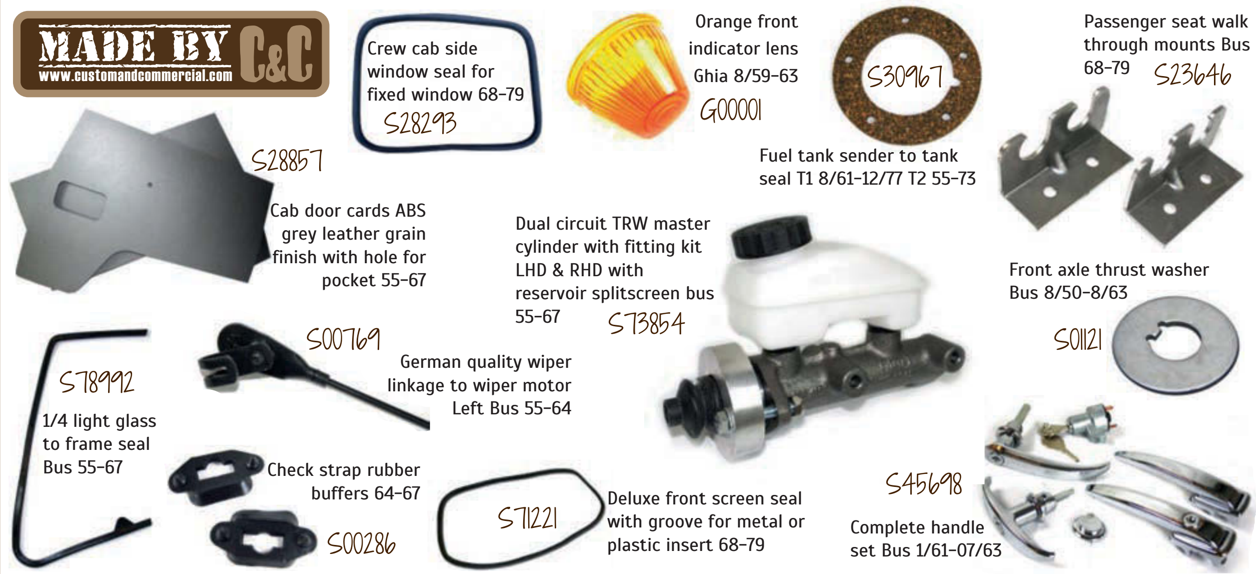

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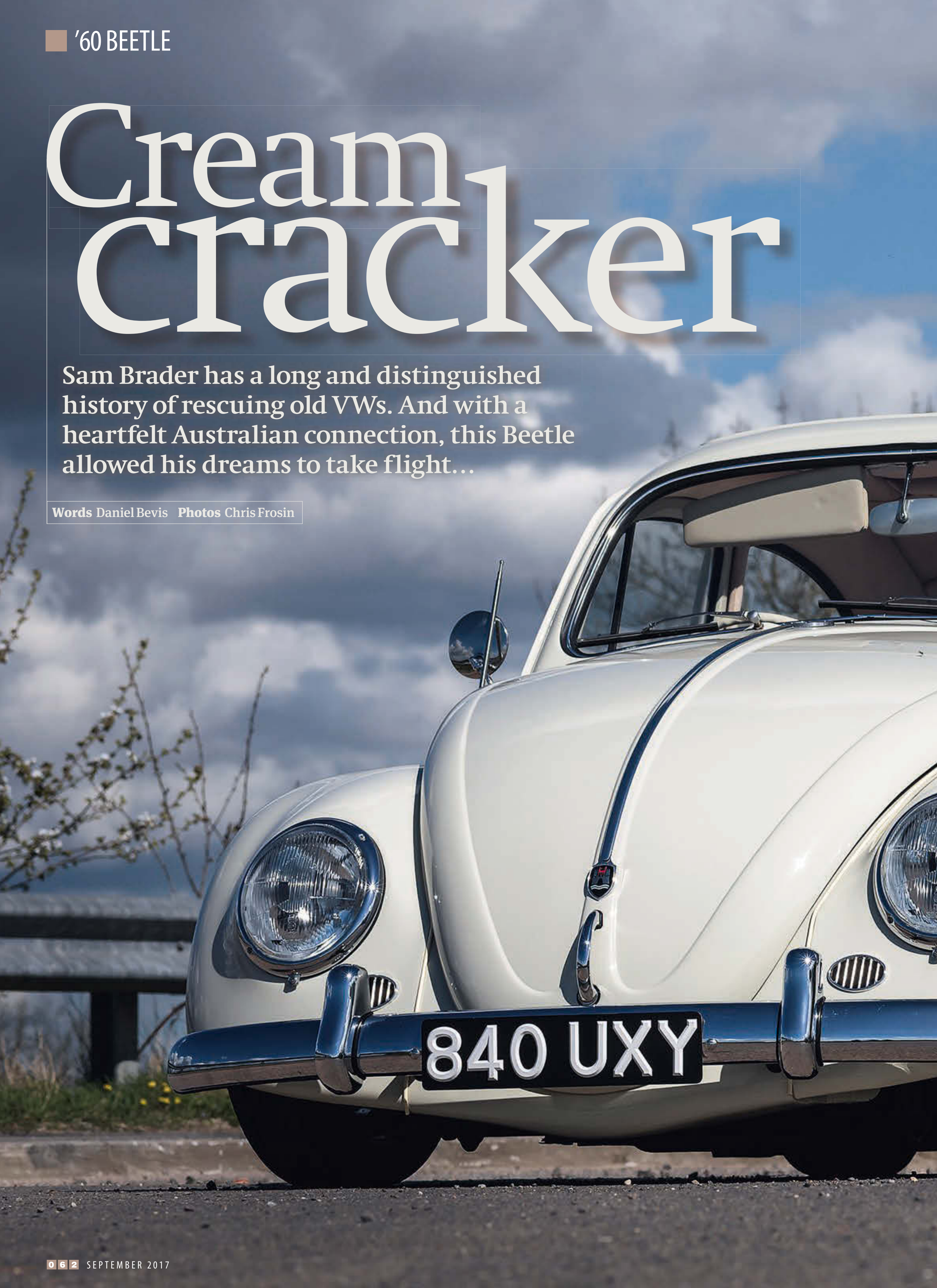
Cream cracker

Sam Brader has a long and distinguished history of rescuing old VWs. And with a heartfelt Australian connection, this Beetle allowed his dreams to take flight…

Words Daniel Bevis **Photos** Chris Frosin



'Mighty oaks,' as the old saying goes, 'from little chickens grow'. Or something. You'd have to ask a botanist. And if the sublimely finished Beetle you see here is the figurative great oak of Sam Brader's achievements, then the microbial stem of a lifetime's obsession germinated in a chicken shed way back in the swirling mists of time.

"Years ago, my brother and I dragged a 1972 camper out of a barn that his future father in-law was using as a chicken shed," Sam explains. "We hand-painted it, got it through an MoT, and kept it on the road for five years. That was my first experience of the love of VWs."

Ah, love. It's a loaded and incendiary term when it comes to motor cars, is it not? Often it's actually love-hate, as we spend the endless, freezing winter evenings with rust flakes in our eyes, accidentally stabbing our hands with fumbled screwdrivers and whatnot. But it's an indescribable passion, isn't it? There's no logic to fiddling with old cars, it simply speaks to a deeper primeval urge.

TECH INFO

BODY
L87 Pearl White with cream beading; TMI beige canvas ragtop; semaphores; rear snowflake lights; concealed LED front indicators within headlights; semaphore control box kit (allows brake lights to flash as indicators); original PEKA tow-bar with electrics

ENGINE
1776cc; twin Dell'orto DRLA36 carbs; electronic ignition; twin external oil coolers; external oil filter; electronic fuel pump

TRANSMISSION
Reconditioned stock 4-speed manual

WHEELS AND TYRES
4.5x15in (front) and 5x15in (rear) repro Fuchs, Porsche PCD; 145/65 (front) and 195/65 (rear) Continental tyres

SUSPENSION
Air Lift V2 digital 4-valve air-ride from Limebug; full Air Lift management; independent corner adjustment, raise-on-start

BRAKES
Front discs, 5-stud Porsche PCD; rear drums; Wide-5 to Porsche PCD 25mm spacers; dual circuit master cylinder

"Later, I purchased a 1968 Bay Window I found advertised in Birmingham," he continues. "It was bright yellow and pink. Still not knowing the true workings of a VW, I paid £1,500 for what ended up being a rotten, oil-leaking camper; it drove for two years until my foot went straight through the cab floor whilst accelerating. I was on the start of a month's camping trip to Cornwall and didn't even get out of the Midlands. This ended up being the start of my education in VW restoration."

Having grown up with a father who was always tinkering with cars, Sam augmented this knowledge base with Haynes manuals and *VolksWorld* how-to guides, and ultimately found himself with a solid, lowered Early Bay with a 1661cc engine. It was rough-and-ready, but home-built and thus rather special.

"In 2006 I sold it for a lot less than it was worth to a guy I met who worked at a local VW garage. He ended up being the person who I owe thanks to regarding the current Beetle," Sam grins.

Sam's reminiscences are a roll-call of air-cooled adventures, each more beguiling than the last. Having completed the resto of a '64 Beetle from a gazebo in his back garden, he set off on a year-long trip around Australia and New Zealand, bought himself a Split Screen Crew Cab, then sold it again… But the butterfly nature of his intrigue was about to receive a firm shove in an unexpected direction.

Outback and forth

His intrepid Antipodean expedition had left an indelible mark on Sam's affections, and fate rolled the dice toward him through the medium of Absolute VW's Simon Kerr. "Simon – who has now become a great friend, even though he underpaid me for the Bay Window a few years earlier – rang to say a Beetle was for sale which he had once worked on," Sam recalls. "It was a sun-bleached 1960, and what he'd failed to point out was that it was an Australian-built car. I just had to convince him to let me have it!"

The seller, it turned out, had owned the Bug for 20 years in Australia, and had brought it with her when

> "I'd always wanted a ragtop Beetle, and this was the ideal opportunity"

> “Simon agreed to let me use his workshop at nights and weekends – I was on to a winner!”

she moved to the UK. It came with import papers and all manner of Australian garage receipts, so the historical breadcrumb trail was pretty easy to follow. And as an added bonus, it had spent much of its life in an area that Sam visits every year to see friends and family. Meant to be, right? Written in the stars.

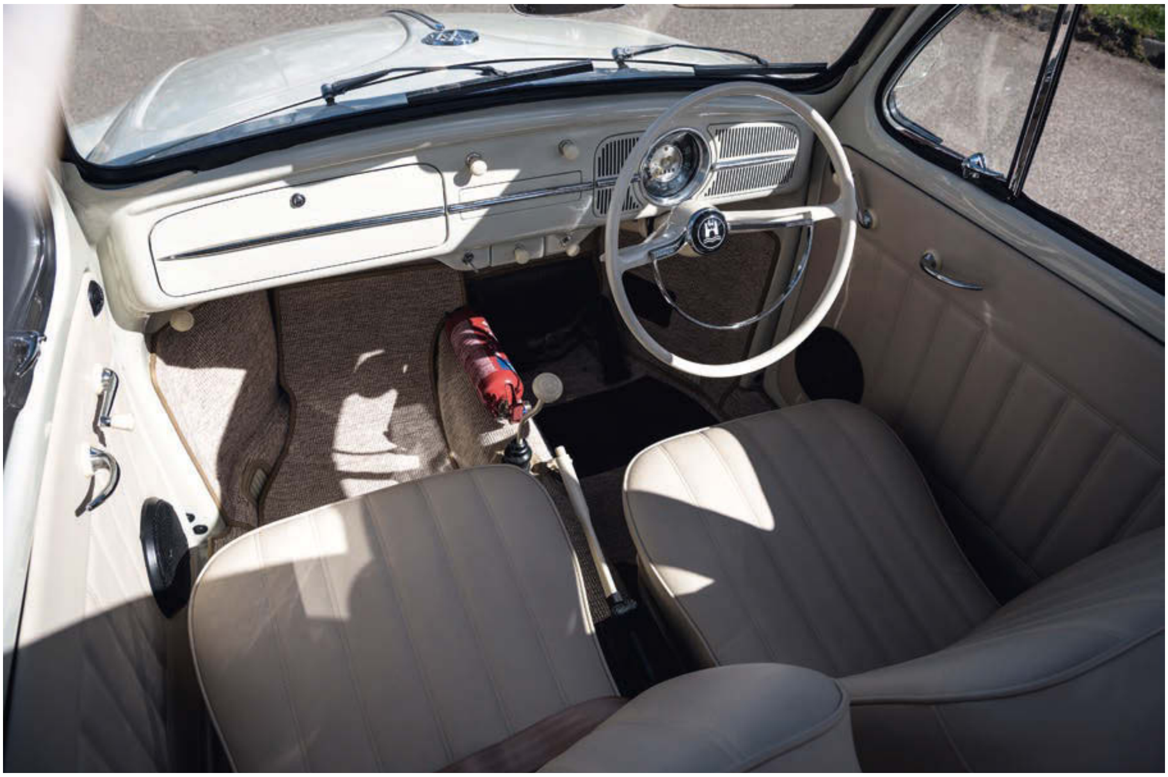
Sam gifted the Beetle to Elkie, his girlfriend of 22 years now, as a birthday present, and the two of them drove it around as it was for a few years; however, the British climate is rather harsher than the warm, dry air Down Under, and after a while the cracks began to show. Needing a little work for its MoT, the car was trailered to Simon at Absolute VW for a spruce-up. And, somehow, four years later and with a quadrupled budget, Sam and Elkie found themselves with a full nut-and-bolt resto. Now, just how did that happen?

Well, it is easy to get carried away, isn’t it? “I started by stripping out the interior, with the intention of replacing it with a new one once it had an MoT,” Sam reasons. “I needed to gain access to the inner wings, and once I had the wings off and could see the A-post, heater channels and floor sections, I knew I’d reached the point of no return! I mapped out a 12-month build with a £5k budget in my head, and after a few lemon-lime bitters, Simon agreed to let me use his workshop at nights and weekends. He has one of the best workshops you can imagine with all the tools you would

Limebug supplied the bolt-on air-ride kit which allows the car to sit right on the floor at the press of a button

Sam had always fancied a ragtop; the solution here was found in Boston, Lincs

The Fuchs style five-spoke is a classic rim for this classically-styled car



Sumptuous leather retrim, lovingly carried out by Kens Customs, makes cruising a joy

Sam and Elkie wanted the interior to be simple, classic and classy

need to restore a VW, so I was on to a winner! On top of that I had someone who could advise me every step of the way."

Sounds like the perfect situation. So, under strict instructions not to get in the way, our man set to work in a tent outside the unit – the chassis on one trolley and the 'shell on another, so he could wheel them back in to slumber at night.

Hard labour

With the floorpan stripped down to its centre rib section, it was treated to new 18-gauge pan halves, with everything else being sand-blasted and powder coated; Sam then built the car back up complete with running gear, brake and fuel lines, gear linkage, and 4in narrowed beam, which then all went into storage while he focused on the motor – a 1776cc he'd bought as a long-block and built up himself in Simon's workshop with twin Dell'orto DRLA36 carbs, electronic ignition, twin external oil coolers, external oil filter, and electronic fuel pump. A formidable spec list, and by this point Sam was way down the rabbit-hole.

"My 12 months had long expired, and the £5k had long gone," he laughs. "I'd always wanted a ragtop Beetle, and this was the ideal opportunity – so I started looking on the web and found a roof cut in Lincolnshire. The ragtop lead on to semaphores, this time with the cut section coming from the USA. The budget was getting out of control! Working with the lads at Absolute VW we cut and welded in the roof section, along with

>

TECH INFO

INTERIOR

Harvest Moon Beige seat frames, steering column, indicator stalk and steering wheel; cream leather seats, doorcards and sun visors by Kens Customs; oatmeal square-weave carpets from Newton Commercial; beige mohair cloth headliner from TMI. Audio: DSP-equipped 8-channel Prima amp signal processor; 6x9in Audison 3-way rear speakers; boxed 10in subwoofer; Audison Prima 2-way front speakers including 5in mids and tweeters; Audison Digital Remote Control Media Play concealed in sun visor; Bluetooth module interface; 3.5mm jack cable for hard-wired devices

THE BUILD

As found, complete with faded red paint and 14in Fuchs. Sam ran it around like this for a while until a MoT fail prompted him to do some work on it

However, as always, one thing lead to another and discovering quite a bit of rust, the body came off the chassis so he could replace both 'pan halves

Having been sandblasted, the 'shell showed rust in all the usual places, including the sills, heater channels and front and rear valances

Sam had always wanted a ragtop, so when he spotted a roof cut in Lincolnshire he got straight over there and snapped it up

A Hooky inspection panel was let in to the inner rear wing each side and a removable rear valance added to aid engine access

While all this was going on, the running gear was sand blasted prior to being powder coated

With a comprehensive audio install planned, Sam had sound deadening applied to virtually every panel

Even the original seat frames were blasted and powder coated. The attention to detail is incredible

Check out that quilted sound proofing in the rear panels. Impressive, eh? A custom wood construction was made for the rear speakers then trimmed by Keith at Kens Customs

To keep the dash nice and simple, the head unit has been cunningly hidden in the sun visor

Air-tank is right at home in the Beetle's nose

Air Lift have been developing this technology for generations – it's as much for performance as aesthetics

all the other rotten metal I'd scythed out: front and rear valances, heater channels, A-post bottoms, rear bumper mounts. I added a removable rear valance and Hooky inspection panel, so fitting the engine and getting to the carbs was going to be easier."

Pearly whites

With the car looking car-shaped again, Sam did a dry-build to make sure everything lined up, then shipped the 'shell off to Chris Woodward at East Midlands Coachworks (01332 850555). Sam and Elkie had put the research hours in on the show scene and decided upon L87 Pearl White, and as you can see it's an inspired choice – it really pops in the sunshine, and no doubt evokes cheery memories of Oz every time the joyful couple clap eyes on it.

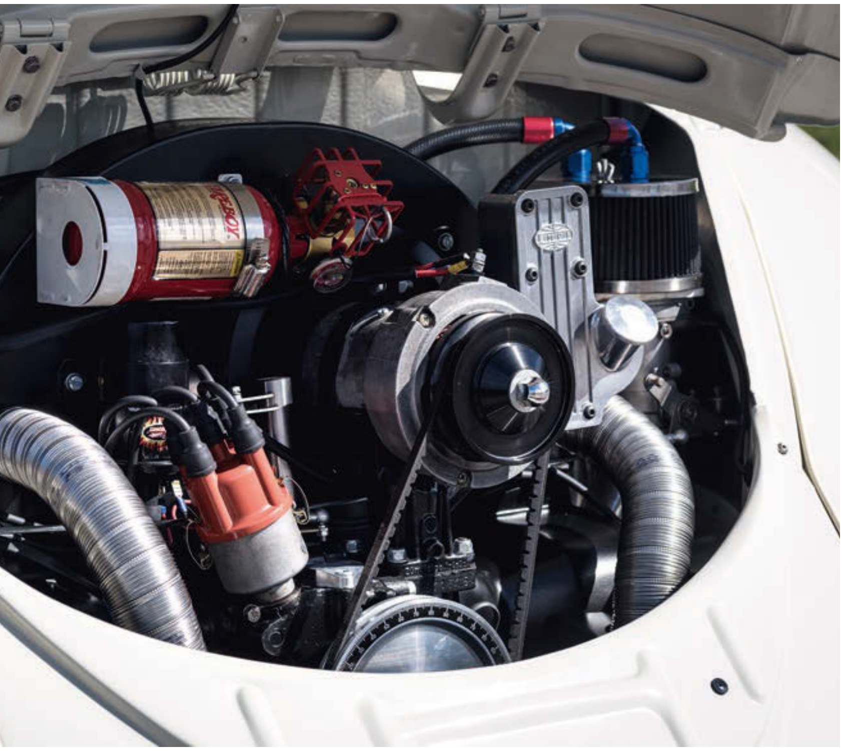
"When it was all done and ready to go to the trimmers [Kens Customs, www.kenscustoms.co.uk], I dropped the Beetle to the ground and came to the decision that I needed air-ride, as it was sitting too low to be usable. So I went to see the guys at Limebug and purchased their bolt-on kit," he explains. The system he's gone for comes from the revered experts at Air Lift, and it has eight different presets for a selection of useful ride heights, along with full manual control and independent four-corner adjustment, so it can always be rolling or sitting just-so. Brilliantly, it also has a raise-on-start feature, sending it from fully-decked to cruising height as soon as the ignition key turns!

"I was also keen for a decent stereo, and that had to be installed first," says Sam. "I wanted the stereo to be inconspicuous – the only items on show are the front speakers, but there's also twin batteries and a split-charging system (the leisure battery running the stereo and air-ride), 3-way 6x9s and a boxed subwoofer, and the head unit's mounted in the sun visor to keep the dash looking stock." This is a unique and ingenious idea that we've not seen done before, and it's very much in keeping with the fastidious nature of Sam and Elkie's project. The closer you look at this perfectly-finished creation, the more detail you unearth.

> "I came to the decision that I needed air-ride, as it was sitting too low"

"I never set out to build a show car, or one good enough for a magazine feature," he ponders. "But the satisfaction of driving the finished product is priceless." We bet it is. This ongoing obsession with air-cooled tinkering has blossomed magnificently. ■

Thanks:
"I owe thanks to Simon Kerr (Absolute VW, www.absolutevw.co.uk) for the use of his workshop, tools and knowledge. It only cost me £75 to replace a Snap-On ¼in drive ratchet! To immortalise it in print, to this day I still don't believe I lost it. The £75 was a drop in the ocean by this time and it filled the gap in his tool chest."



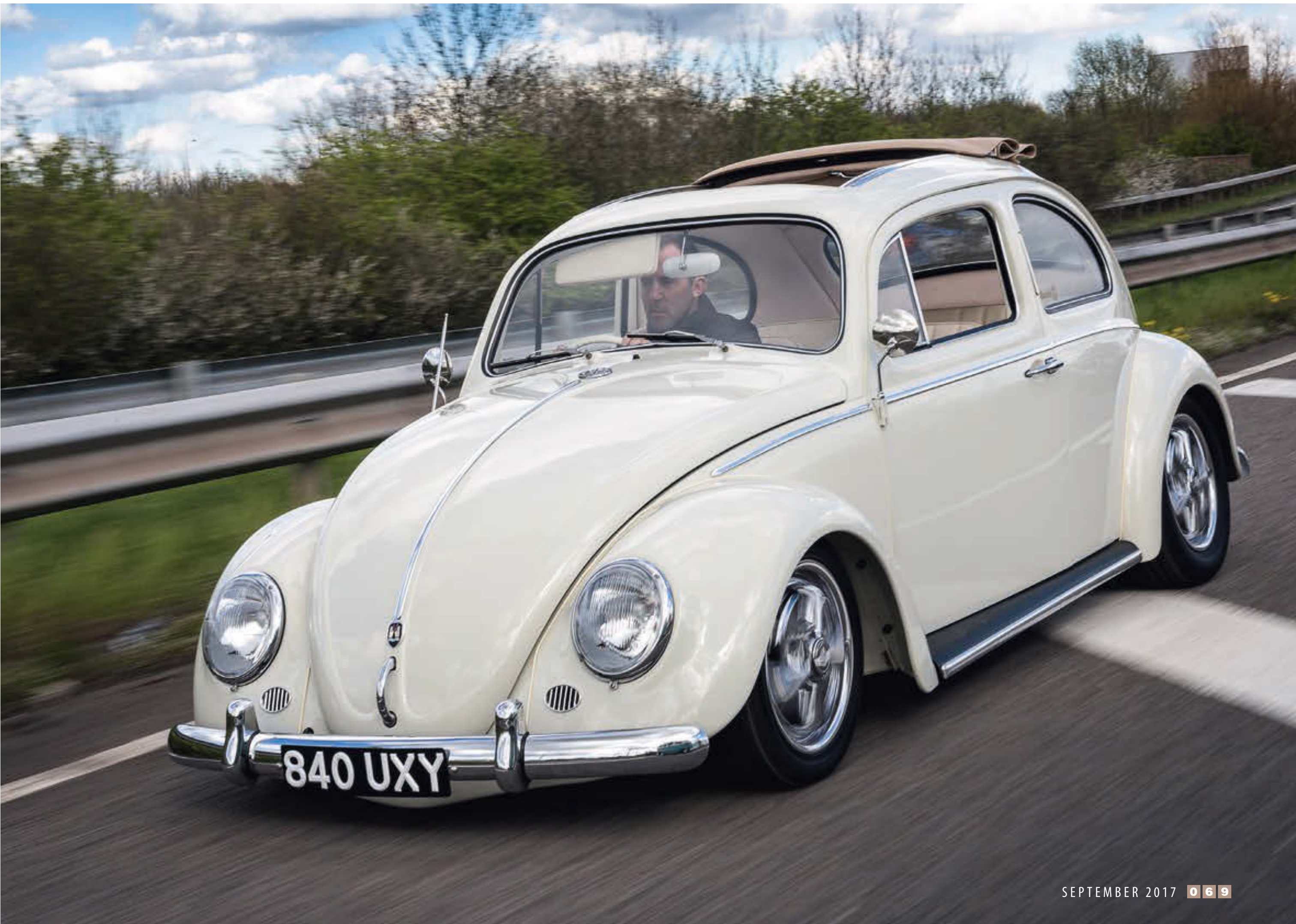
^ Twin-carb 1776cc makes all the right noises (but has recently been usurped by a 1915cc motor)

^ With a long list of the right names, this car's all about the details

v An iconic name in today's VW scene, and Simon Kerr was instrumental in this build

Absolute VW

v Looking innocent enough, this subtly cool '60 features a host of clever and innovative features



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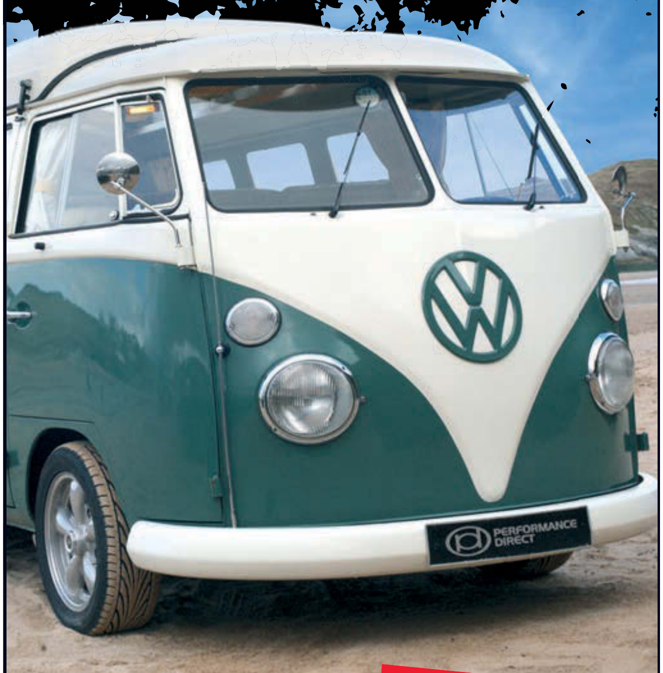

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Worth the wait!

Every four years a quaint German town in Lower Saxony is flooded with historic VWs. It's become quite a phenomenon, as Dave Warren discovered

Words and photos Dave Warren

For the seventh time now, the numerous cobbled streets of Hessisch Oldendorf provided the venue for one of the greatest classic VW shows on earth. For many, it becomes something of a pilgrimage with people taking months to travel from every part of the globe to get there, including Indonesia, Thailand, Canada and the US.

The show starts on the Friday with each street in the town dedicated to a particular style of VW, so there's a road full of Ovals, another for Splits, one for Split Buses and so on. The only stipulation is that all the vehicles have to be pre-'67 in vintage. Pleasingly, it's all set against a backdrop of elegant traditional black and white timber built buildings.

The event is organised by father and son team Traugott and Christian Grundmann, who, with the help of a team of volunteers, transform the town into a world-class show venue, catering for as many as 50,000 visitors. As you would expect, the organisation is second to none, the only thing beyond their control being the weather which remained decidedly sketchy all weekend.

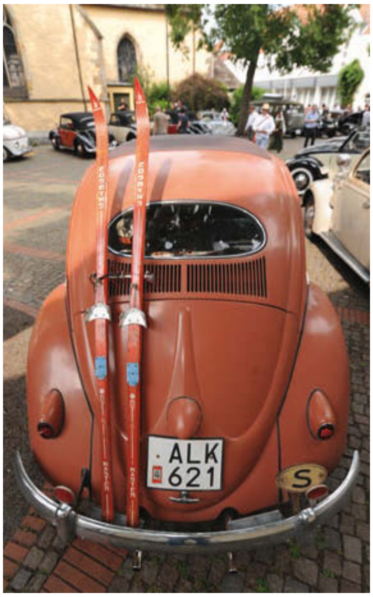
Of course for many enthusiasts, the fun begins way before the show actually opens as they embark on their journey to Germany. It's roughly 400 miles each way from Blighty, with the drive taking in five different countries.

Just a quick mention of an event that happens on the Thursday beforehand. Belgian VW specialist, BBT, based just outside Antwerp, hosts a pre-event party followed by a convoy the next morning to the show about 200 miles away. Proprietor Bob van Heyst usually gives a speech, lays on a BBQ and kindly arranges for the local police to escort the convoy (which included 58 cars from the UK) from BBT HQ to the E40 route bound for Germany. It's a good way to get people organised and saves anyone getting lost.

Praise the lowered

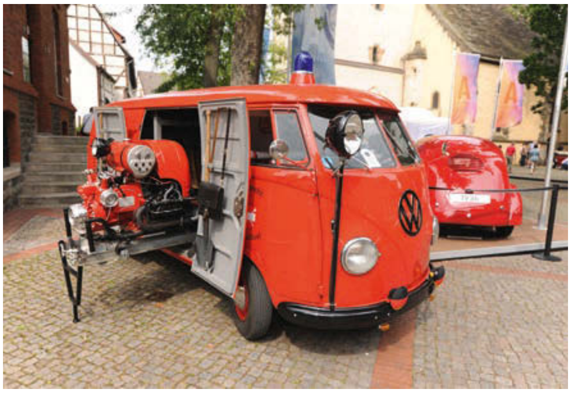
Conveniently for campers there are several campsites within walking distance of the town centre, with some very nice cafes to partake of the local bratwurst sausage en route. With further food traders and a swapmeet for those in search of super rare classic parts, as if it wasn't enough, there is always more to do than simply look around the cars.

The most prestigious display usually takes place in the main town square, next to the church, which itself takes on a different theme each year. For 2017,



^ Skis and ski rack de rigueur on this Coral Red Swedish Oval

A stop off at Belgian specialist BBT en route gave the UK convoy a chance to kick back and relax before making the 200-mile journey to Hessisch the following morning



^ 1957 fire truck was totally authentic and even featured an air-cooled pump engine. How cool is that

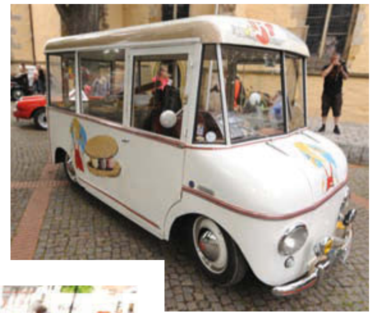
> “it becomes something of a pilgrimage with people taking months to travel from every part of the globe”

^ Schwimmwagens were given the opportunity of having an early bath in the nearby Weser river

WE WERE THERE!
HESSISCH OLDENDORF
Paintscrapers UK
MANY THANKS

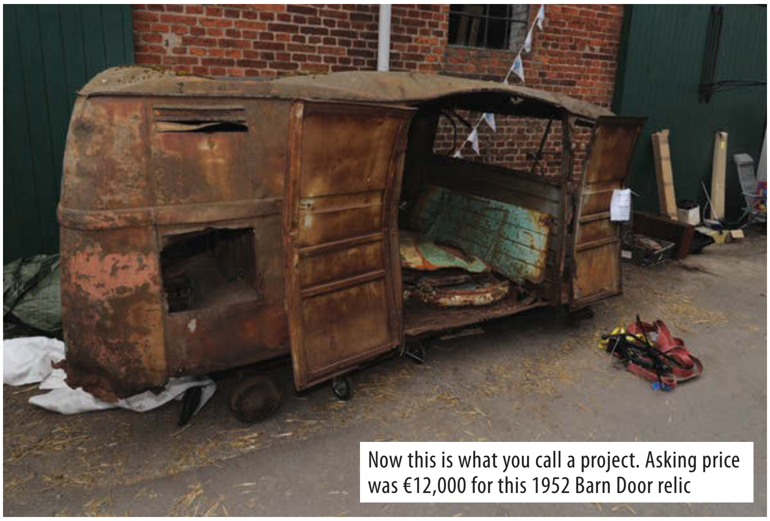
> Visitors from around the world sign the official logo banner. The Paintscrapers UK crew were at the show in big numbers and filled most of the space!

< Dannenhauer and Stauss’s hand-built Beetle-based cabriolet is a thing of extreme beauty. Made with a steel body, no two cars were the same; the doors were rear hinged and trim was minimalist. Early cars had a split front screen, but this one’s a later car made before the company closed in 1956

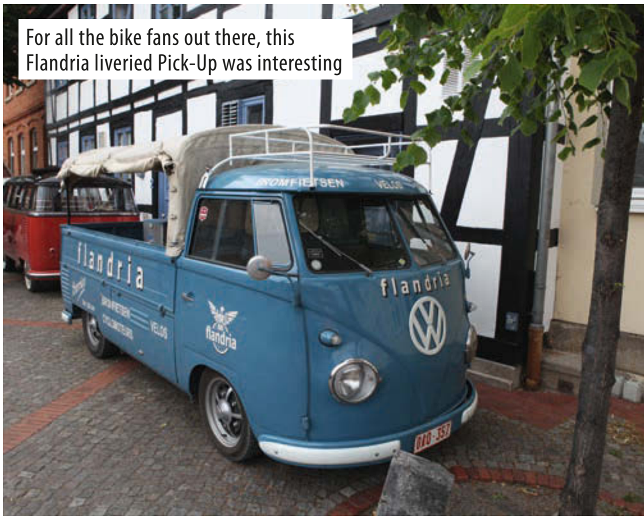


^ Fancy an ice cream from Raoul Verbeemen’s ’54 coachbuilt VW-based creation?

It was Hebmüller heaven in Hessisch

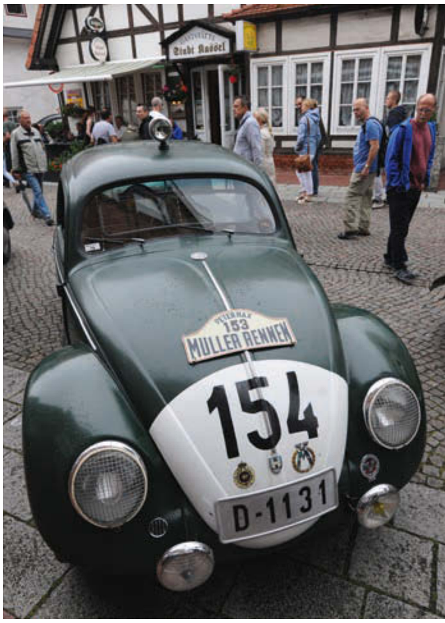


Now this is what you call a project. Asking price was €12,000 for this 1952 Barn Door relic

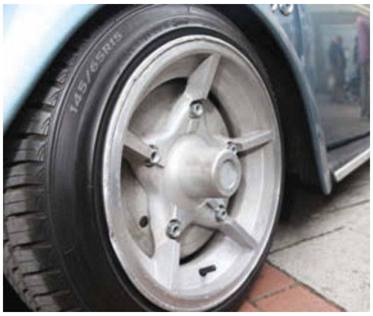


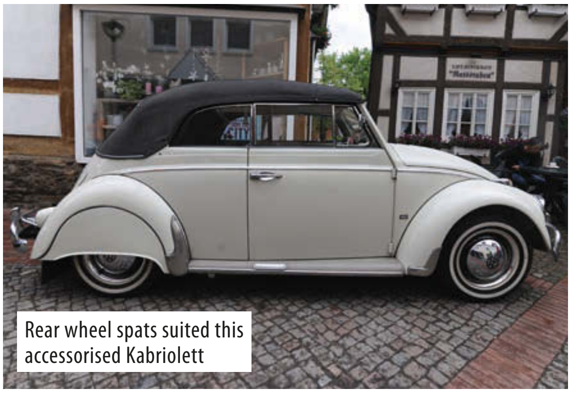
For all the bike fans out there, this Flandria liveried Pick-Up was interesting

> We reckon the Peter Max rally Beetles have become something of a style icon on the scene

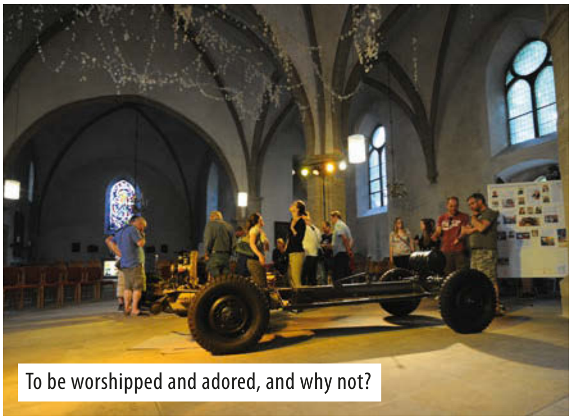


It's not every day you see a set of Brazilian made Titanio Venus rims on a Beetle





Rear wheel spats suited this accessorised Kabriolett



To be worshipped and adored, and why not?

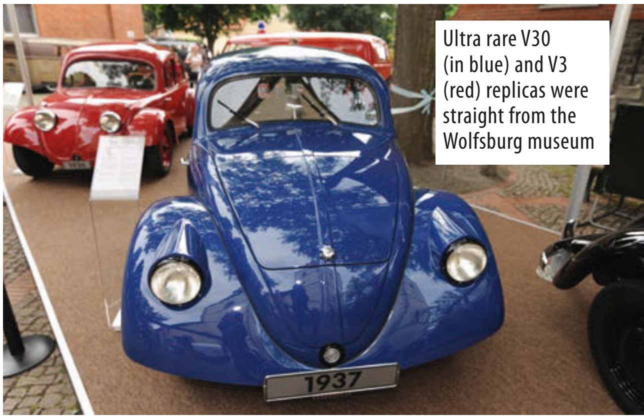
> “it's become a showcase for some of the world's rarest VWs”

there were two Beetle chassis on display and believe it or not, the Sunday service included the worshipping of the car.

The great thing about Hessisch is that it's become a showcase for some of the world's rarest VWs, including Hebmüllers, cars from Berlin coachbuilder Rometsch and the Swiss maker Enzmann. An example of the latter, owned by Erik Ouwersloot, who brought his car over from California, is one of just 80 built. Given its prestige, unsurprisingly the team from the Autostadt in Wolfsburg always plays a part at this show and this year displayed the collection's 1936 prototype replica.

Dismal weather on Saturday gave everyone the chance of rummaging through the numerous parts for sale in the swapmeet, although you needed to come with a wallet full of readies. We spotted centre horn pushes for Petri steering wheels priced at €1500 and Oval mud flaps at €500, but money was still changing hands. If you needed a rare classic part then this was the event to go to.

Incidentally, if any of you are after a project then there was a 1952 Barn Door going for €12,000. We heard that someone offered half that, but was turned down… ■



Ultra rare V30 (in blue) and V3 (red) replicas were straight from the Wolfsburg museum

Hessisch Oldendorf

Whitewalls or not, that's the question

Mille Miglia prepped Split looks great on its colour-matched 356 rims

It's not difficult to see the American influences in the Rometsch Lawrence –those circular multi-purpose rear lights were straight out of Detroit

Belgian metalwork master Seppe Smits is the man behind this very special custom D&S masterpiece

Of the 1450 cars at the show, there were 220 Oval and an impressive 98 Split Rear Window examples

Hessisch Oldendorf

^ Now this tortoise hubcap wouldn't be a reference to the Beetle's performance by any chance?

< It could have been just an ordinary German street scene, back in the early '60s

^ < Swiss-made Enzmann 506 is a rare beast indeed. There's no doors in that fibreglass body, so it's a good job there's a step and owner Erik Ouwersloot is agile

> Ex-Police Kab, complete with searchlight, looked totally at home in Hessisch

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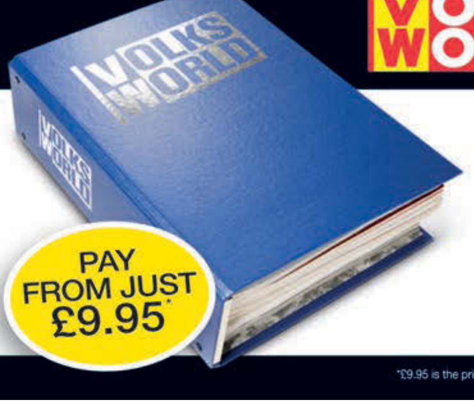

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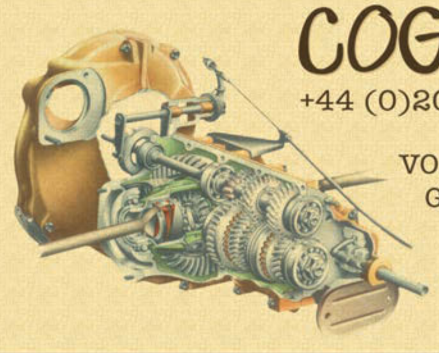

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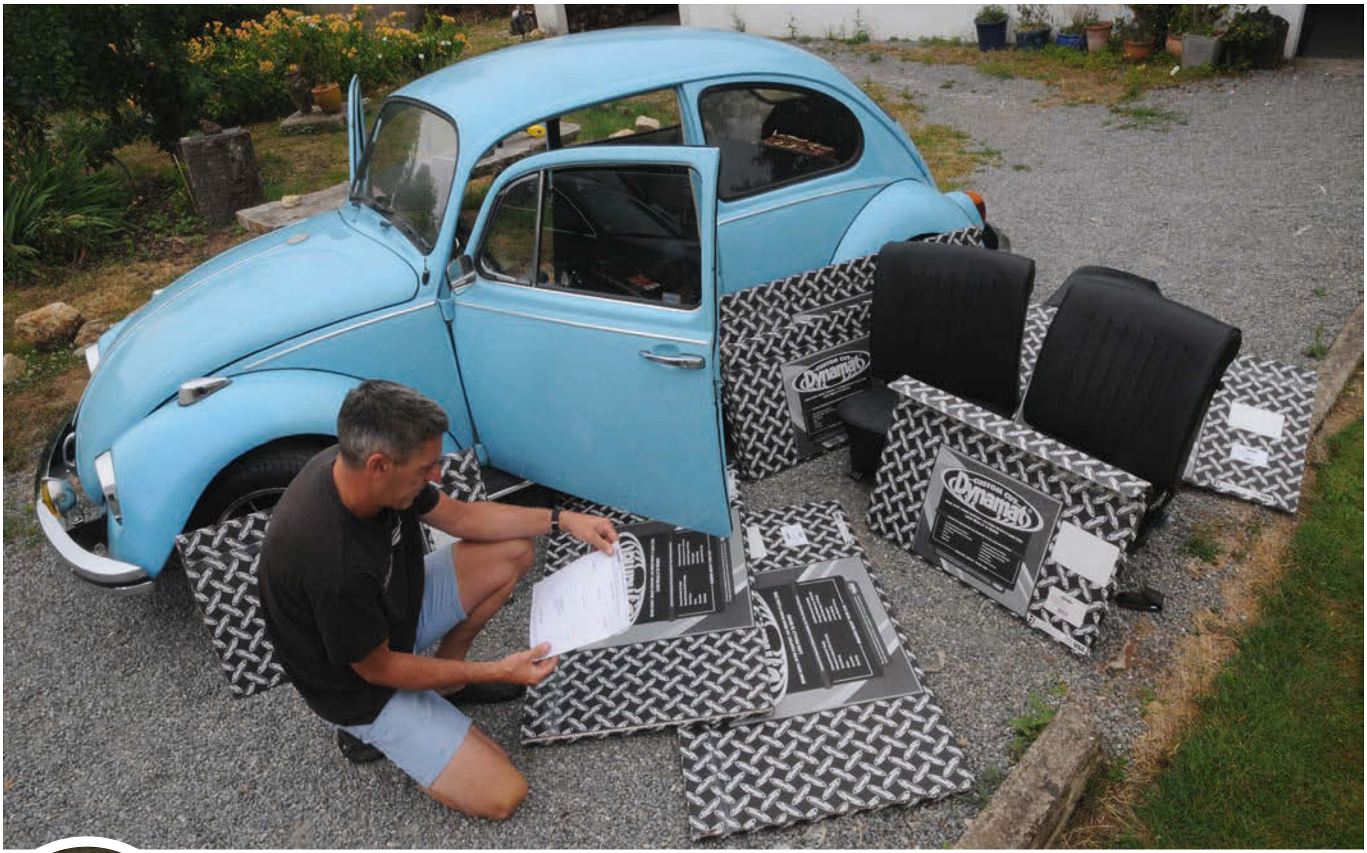
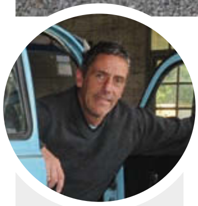




Good vibrations

Ian dials out the din by fitting Dynamat's spanking new Custom Cut noise and vibration material

OWNER INFO

NAME
Ian Cushway

OCCUPATION
Editor

CARS
'68 1500 Beetle, T5, aged Audi A6 Avant

WORK THIS MONTH
Installing Dynamat Xtreme Custom Cut sound deadening

While Volkswagen made an effort to keep the noise down inside, there's room for improvement. And while there's always an argument for fitting a tuned exhaust so you can savour the sound your air-cooled VW makes, a vehicle that's quiet and refined is usually a lot better if you're on a long journey.

With this logic in mind, I decided to invest in some sound insulation. I chose Dynamat because they offered *VolksWorld* an exclusive preview of their made to measure 'Custom Cut' kit for the Beetle. So, instead of having to make templates and cut huge sheets of material to size, the kit contains die-cut shapes that fit straight in.

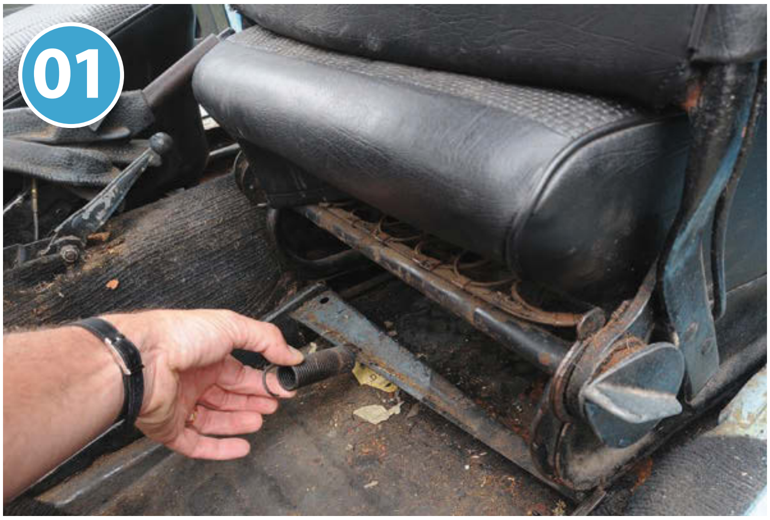
Sounds good

I hadn't really twigged, but noise in a car can come from a variety of sources; from the road, suspension, drivetrain and even rattles from door latches and winder mechanisms. But it's not just noise this stuff stops, it also dials out vibrations – in theory making the whole driving experience more relaxing. I am not saying it's suddenly going to make my old Beetle feel like a plutocratic new Audi, but it will hopefully make it much nicer to drive.

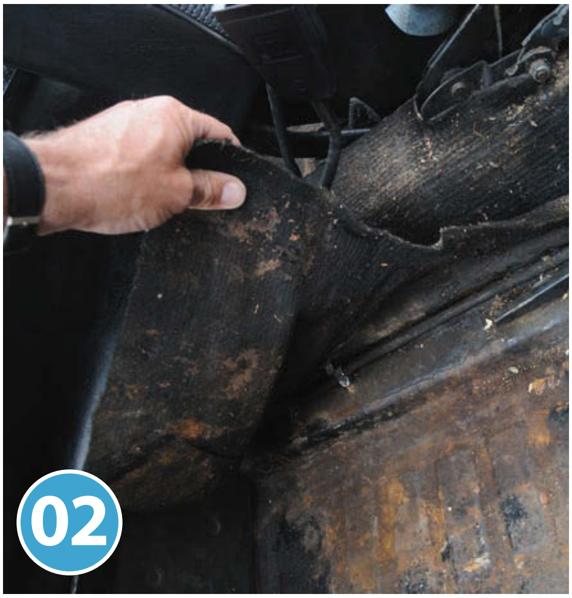
Reading through the Dynamat blurb, it certainly sounds pretty impressive. It's made in the US and, based on tests conducted by independent laboratories, it out performs other materials by as much as five times. It also works better at a broader and higher range of temperatures which is important in the hot environment encountered, for example, in the rear luggage area of the Beetle near the engine. Without getting too technical, it uses a thing called Vector chemistry which has the ability to convert dynamic motion into silent energy.

It takes the form of a self-adhesive backed synthetic rubber sheet with an

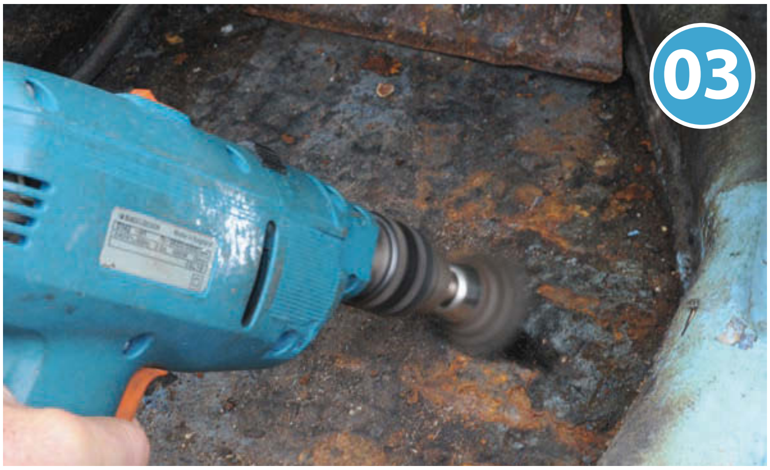
> “instead of having to make templates and cut huge sheets of material to size, the kit contains die-cut shapes that fit straight in”



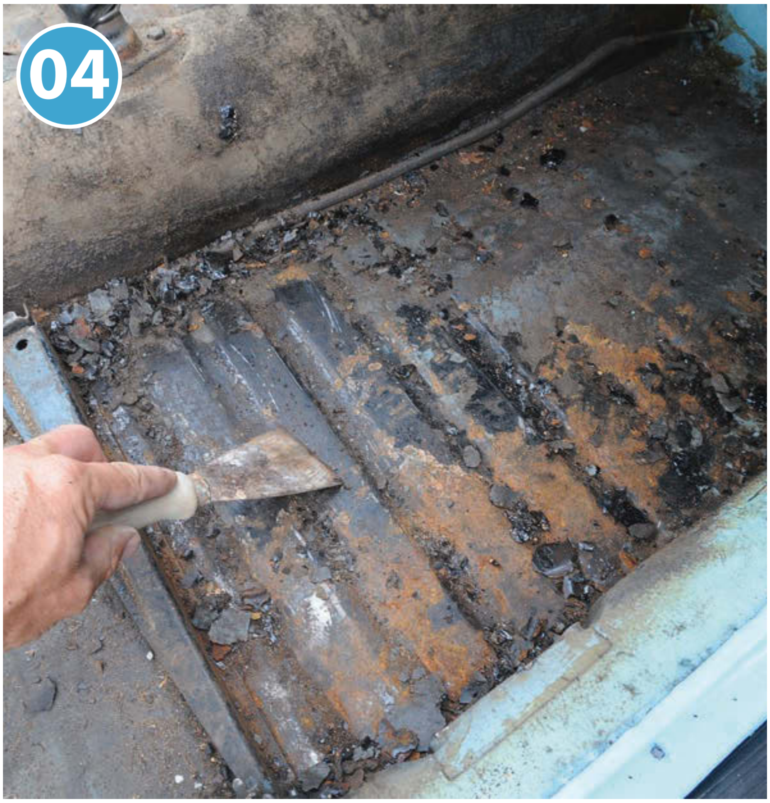
The first job is to remove the front and rear seats. Disconnect this spring first, then simply slide the front pews off the front of the runners. At the rear, undo the bolt holding the upright section of the seat each side and lift it out. You might have to remove the luggage area carpet at this stage



It's then a case of removing all the old carpet. Mine was rotten anyway, so I happily ripped it out. In truth, the best time to fit Dynamat is during the rebuild process before you tackle the interior



Use a wire brush on the end of a drill to clean off any loose rust. It's worth taking your time doing this. When you've got it looking super clean, get photographic evidence that the metal beneath wasn't toast before you cover it



Lots of VWs had factory bitumen sound deadening, but it wasn't great. Try and get as much off as possible because the Dynamat won't be as effective if it goes on over old sound deadening. That said, unless it's coming off anyway, don't worry about removing the thick insulation on the central tunnel

It's crucial that you get into every nook and cranny with the vacuum to suck up any dust and debris. You don't need to treat the surface rust because Dynamat cleverly acts as a rust inhibitor

06

Each individual section of the Custom Cut kit has its own set of instructions, including a diagram of where everything goes. Study it carefully and trial fit the pieces if, like me, you're easily confused

07

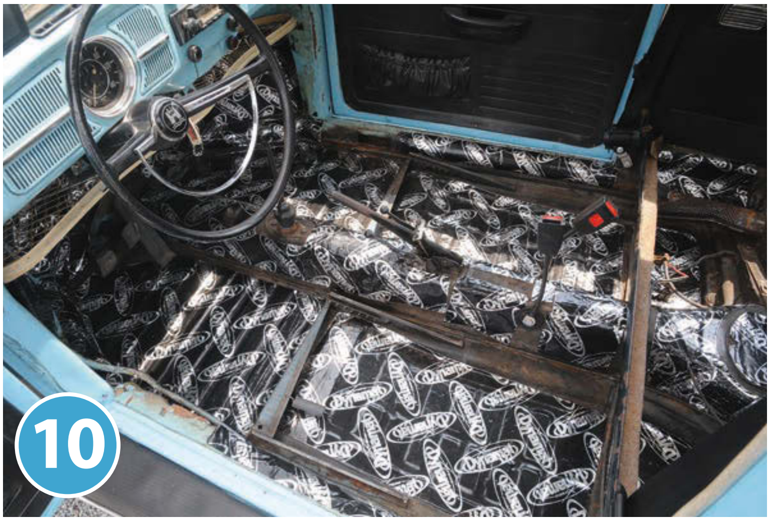
Now it's simply a case of carefully peeling off the brown backing paper and applying. The best conditions in which to fit Dynamat is when it's warm but not too hot because it's incredibly sticky

08

With the specially pre-cut mat in place, use a roller to get rid of any bubbles. For the record, this plastic wallpaper roller was pants and broke soon after I took this photo – invest in a proper wooden one as sold by Dynamat

09

With corrugated sections in the floorpan, use a cloth to smooth out the insulation. I also used a variety of wooden screwdriver handles to mould it into shape



10

This is where I got to with the interior. Don't forget, this will – hopefully – be hidden by a lovely factory-looking weave, so I wasn't worried about the cosmetics

aluminium foil constraining layer – so with the Custom Cut kit, it's simply a case of peeling off the backing and sticking it on. The great thing about it is that you don't need to apply any heat to activate the adhesive and it doesn't shrink with age. And unlike a lot of bitumen-based products, it won't start peeling off after a couple of years. The fact that it's just 1.7mm thick means you won't even know it's there once you've refitted your trim.

Shoot it

There's a certain amount of preparation you need to do beforehand, such as removing your existing carpets. You don't have to treat any rust, but everything needs to be free from debris so the sheets stick properly. It won't adhere to Waxoyl or similar wax-based rust protectors, and there can't be any moisture underneath when you apply it.

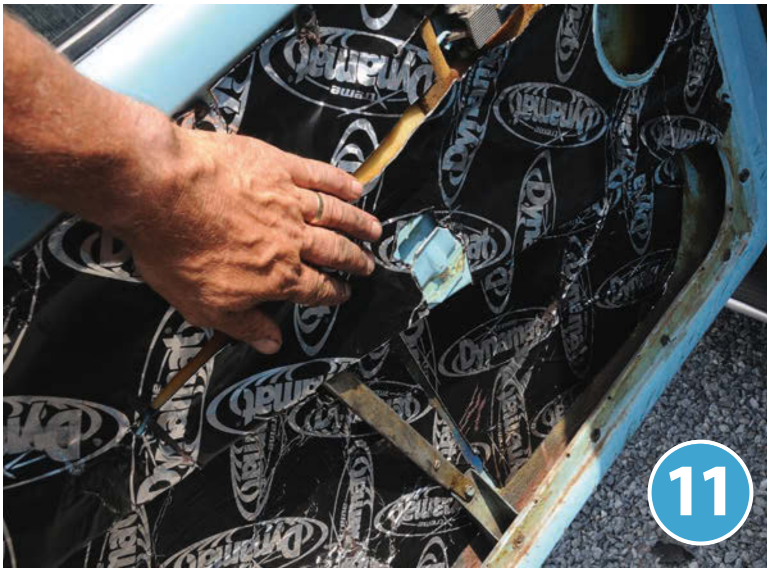
One thing that also occurred to me was the fact that if you have a car with totally mint floorpans, you might want to grab a few photos before laying the sheets down. Otherwise, at resale time you'll have a hell of a job convincing the potential buyer it was all spotless before it went on.

This too made me wonder just how difficult it would be to get off. Apparently, it fuses itself as the years go by, so it will be a case of using extreme heat and a scraper to remove it to do any welding.

Of course there's a few other things to consider, which are explained in the accompanying photo sequence.

Incidentally, there's a price list at the end to give you an insight into how much it's likely to cost. You can install whichever sections you want as time and funds allow. ■

> “it's simply a case of peeling off the backing and sticking it on”


11

With the cards removed, this is what you need to do with the doors. There's two individual sheets that go on the inside of the outer panel and another specially cut sheet that goes just under the doorcard itself. My tip here is to use gloves to avoid the risk of cutting your hands while trying to smooth the top of the sheets where accessibility is less good

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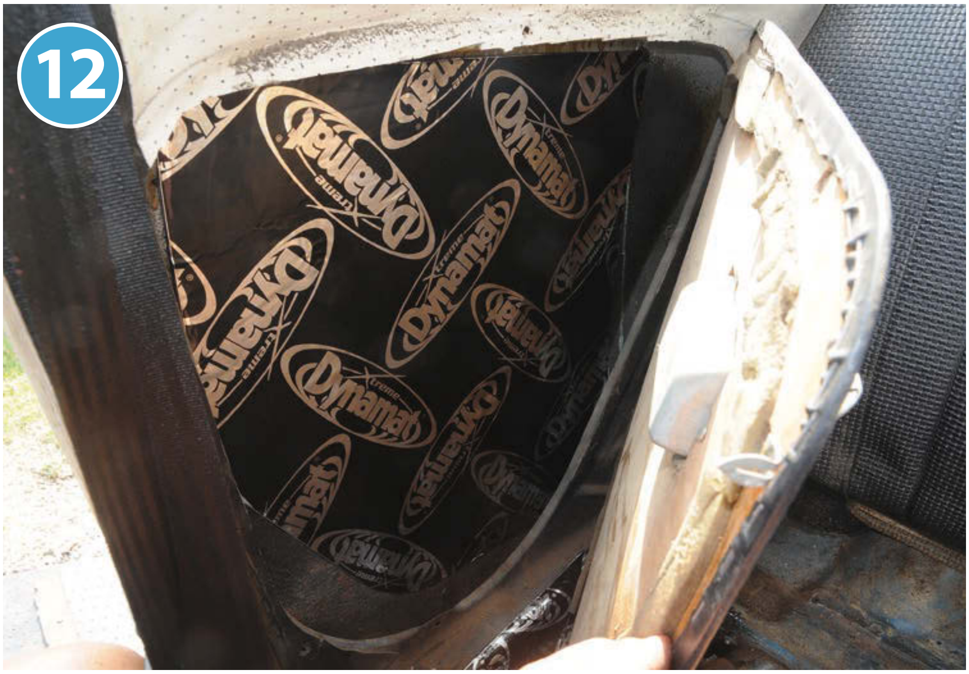
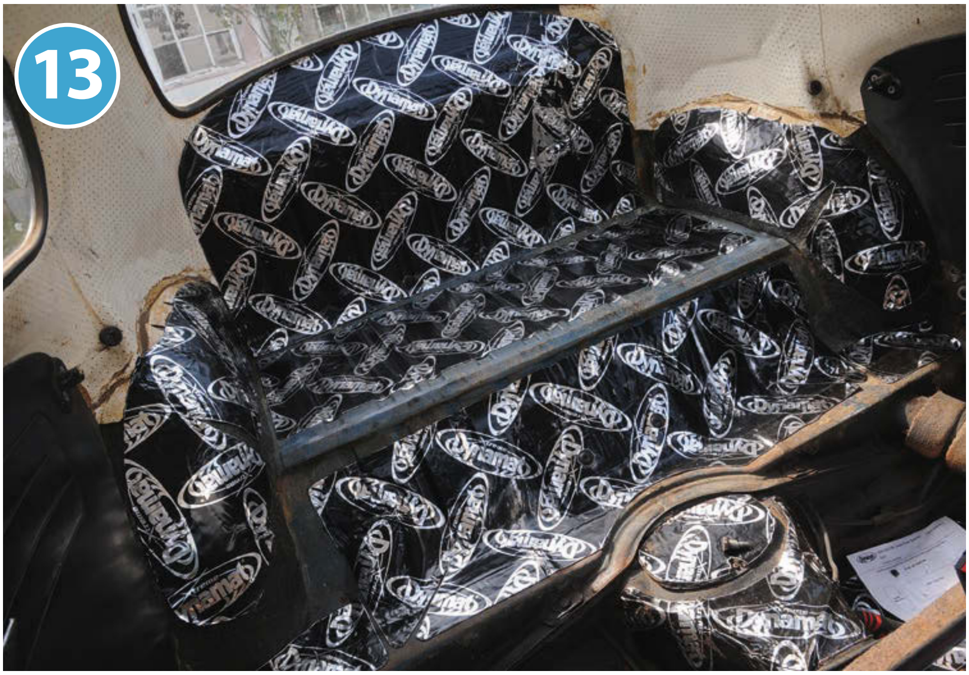

12

The rear side panels are just as easy to do – in fact, you don't even have to entirely remove the trim to get the pre-cut sheet into position


13

It's much the same at the rear. Again, the thick insulation on the top of the inner wheel arches was in good condition, so I put the Dynamat on top of it. Obviously, if your car's rusty here, do the necessary repairs first

VERDICT

So that's really all there is to it. I reckon it's probably best to strip the interior and prepare all the surfaces in one day, then apply the interior sheets on day two. I didn't get round to fitting the sections at the front; there's pieces that go on the front inner wings and under the bonnet. I need to tidy up my wiring first. And actually, if the underside of my bonnet was mint (which it isn't, sadly) then I am not sure I'd want to cover it up. There's a kit that does the roof, too, but you would need to remove your headlining to do that. Again, this is something best done on a totally stripped 'shell.

The big question, of course, is have I noticed any difference regarding noise levels? There's nothing scientific, but the answer is a definite yes – even without carpets on top, my Bug's now noticeably quieter inside. And get this, the doors shut with even more of a clunk now they've got sound deadening inside. As far as I am concerned, for that reason alone it's been a job well worth doing.

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Next month...

Here's what's coming up in the October 2017 issue of *VolksWorld*, on sale Friday 25 August

Game on!

Owner Matt Berry was on to a winner with this ultra rare limited edition Karmann Ghia Sport

Texas Dixie

What began as a light resto in Texas turned into something rather more involved up in Derbyshire

Mojo risin'

Saved from the scrapheap, Matthew Turner's '63 is now the car he always wanted

Engine mods

Latest thinking regarding the most popular upgrades

Don't miss it!

HOW TO
Renew a clutch

Clutching at straws?

Herbie Hospital reveals how they renew a clutch, rear main oil seal and clutch cable on most air-cooled VWs

Words and photos Rob Hawkins

JOB INFO

TOOLS NEEDED
Block of wood; brake cleaner; breaker bar; chocks for the front wheels; clutch alignment tool; flywheel locking tool; hammer; impact driver; long hollow pole; M6-M8 bolt to plug fuel pipe; multi-purpose grease; panel wipe; paper towels; penetrating fluid; pliers; pry bars; screwdrivers; spanners / sockets 8-36mm; torque wrench; trolley jack and axle stands; vice grips

TIME TAKEN
1-8 hours

COST DIY
£20-£100

Clutch related problems on air-cooled VWs range from an annoying judder when setting off (sometimes caused by the clutch cable dragging) to equally annoying drips of oil from between the engine and gearbox, which can result in eventual clutch failure. We're showing how to fix all of these problems and more this month.

One of the common causes of oil leaks on an air-cooled engine is down to the crankshaft oil seal (also known as the rear main oil seal). Once the seal becomes worn, engine oil will get through and can leak out, potentially contaminating the clutch on the way. The best solution is to remove the engine, renew the oil seal, fit a new O-ring inside the flywheel and renew the clutch if it's worn or contaminated.

There are a range of clutches available, so it's worthwhile measuring the diameter of the existing clutch friction plate before ordering a new one.

It's also worth knowing how to renew a clutch cable, just in case you need to do it in a hurry in the future (i.e. it snaps). The work involved isn't particularly complicated, but it can be awkward. The cable needs to be detached at both ends and fed out from the front of the vehicle. The new cable is also fed in from the front. On some vehicles, the clutch pedal mechanism needs to be removed, which is generally a good thing to do because it can seize, so it's an opportunity to clean and lubricate it.

The following steps were all photographed at Herbie Hospital, and provide a general guide to removing an air-cooled engine, renewing the clutch and the clutch cable. ■

> “On some vehicles, the clutch pedal mechanism needs to be removed”

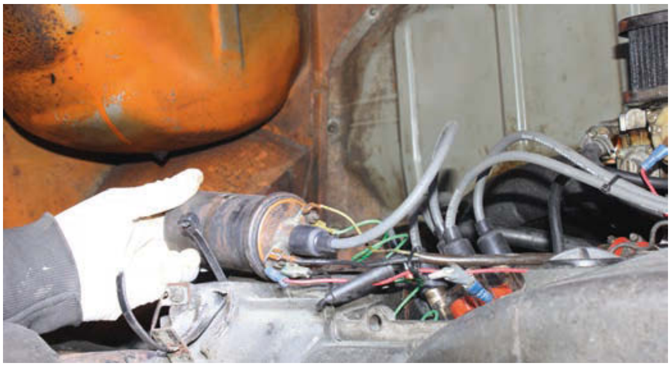
THANKS TO

GSF Car Parts: www.gsfcarparts.com
VeeWee: www.veewee.co.uk (part of GSF)
Herbie Hospital: 0113 242 0029, www.herbiehospital.com

Engine removal

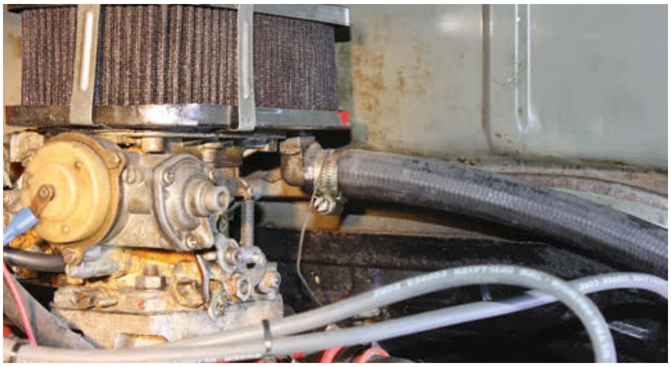
01 CHOCK AND RAISE THE REAR Park the vehicle on level ground, chock the front wheels and raise the rear using a trolley jack positioned under the gearbox where it's mounted to the chassis. Secure two large axle stands under the rear of the chassis rails, then release the trolley jack

02 REMOVE TINWARE Remove the tinware from around the rear of the engine along with the foam padding. This tinware is usually secured with screws and, depending on model, may consist of one part or three parts. The screws can sometimes be seized or damaged, so you may need to turn them with vice grips



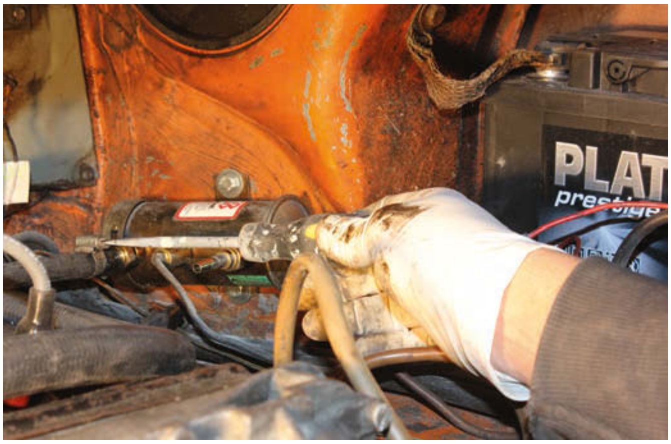
03 DISCONNECT BATTERY Disconnect the battery's negative terminal. Remove the battery's positive connection and dismantle it to release any cables that are connected to the dynamo or alternator – label the wires to remember their location when refitting. If the coil is not secured to the fan housing (it may be fitted to the engine bay bulkhead), undo its mounting so it can stay with the engine when it's removed

04 OIL FILLER NECK OBSTRUCTION Check and trace all the wires that are attached to components on the engine. If they need to be detached to remove the engine, label them first. On later engines, remove the oil filler cap and neck, which will obstruct the removal of the engine

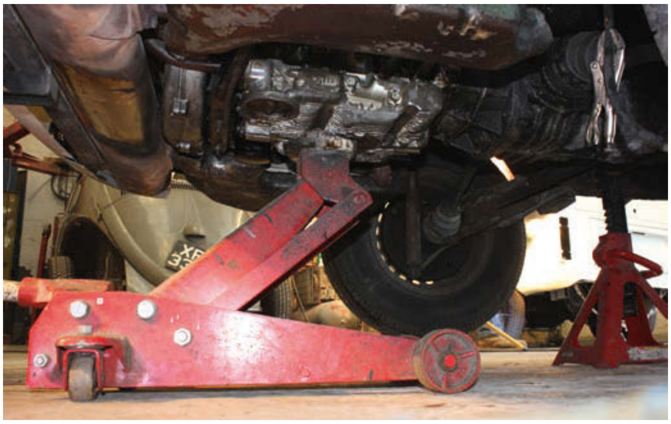


05 DISCONNECT THROTTLE CABLE Disconnect the throttle cable at the carburettor or for twin carbs, at its linkage. The cable is usually attached with a small screw or bolt. Make sure the fixing that secures the cable doesn't drop off and disappear into the engine bay – store it safely aside

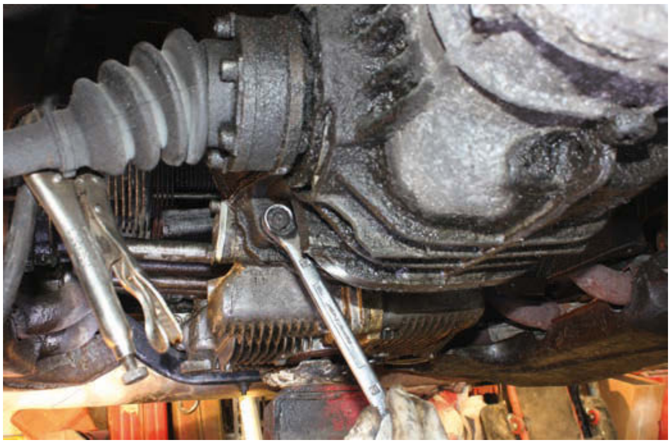
06 CLAMP FUEL HOSE If the fuel pump is attached to the engine, such as a mechanical fuel pump located next to the distributor, detach the hose from the petrol tank to it. Clamp this hose with vice grips and bung the end with a suitable bolt, to prevent petrol leaking out



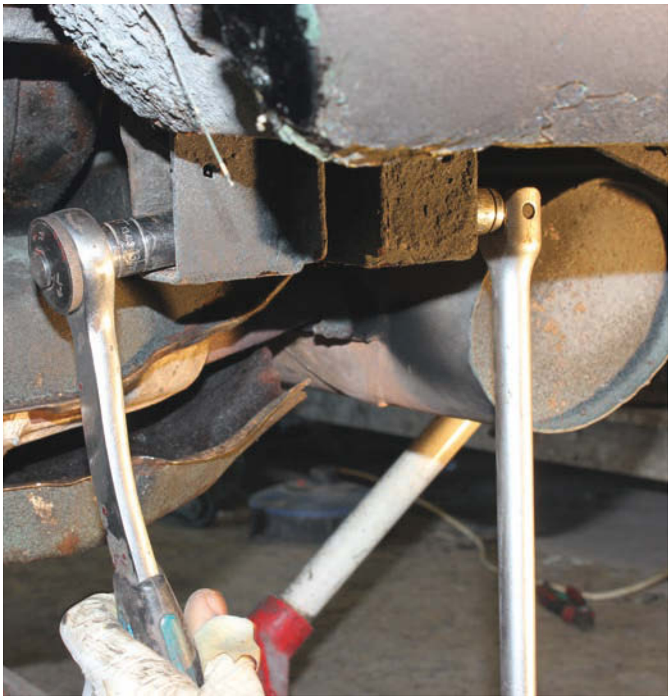
07 **ELECTRIC FUEL PUMP** If an electric fuel pump is fitted, it probably won't be fitted on the engine, so disconnect both of its hoses for the petrol tank and carburettor. Clamp and bung the ends of these hoses to stop petrol leaks



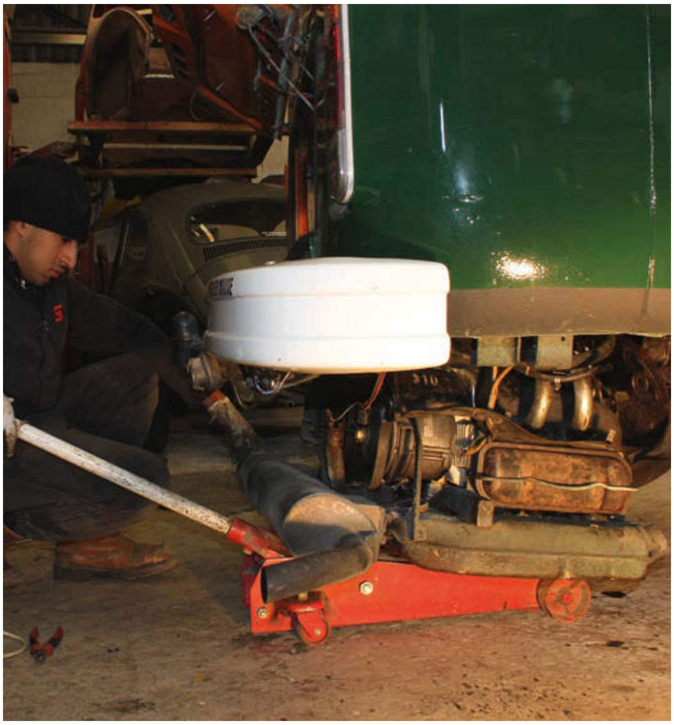
08 **SUPPORT ENGINE** Secure a trolley jack underneath the sump, forward of the filter / strainer plate. If necessary, spread the load of the trolley jack using a large block of wood. This also helps to steady the engine when lowering it. Raise the trolley jack until it supports the engine



09 **GEARBOX / ENGINE BOLTS** From underneath the engine, undo two 17mm nuts or bolts which secure the engine and gearbox together. From the top of the engine, inside the engine bay, undo two more 17mm nuts or bolts. This can be quite awkward on early engines with a tall fan housing, but there should be space to undo the fittings

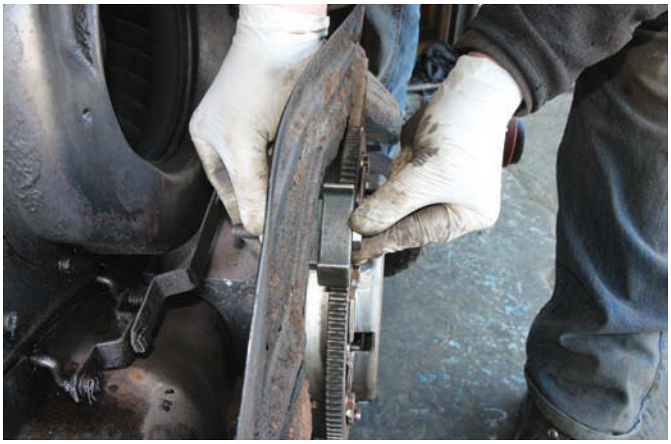


10 **ENGINE MOUNTING BAR** Double-check the trolley jack is supporting the engine. Undo the 13mm bolts at each end of the mounting bar that's fitted underneath the rear of the engine. In some cases it can be removed before removing the engine, or it can be removed with it

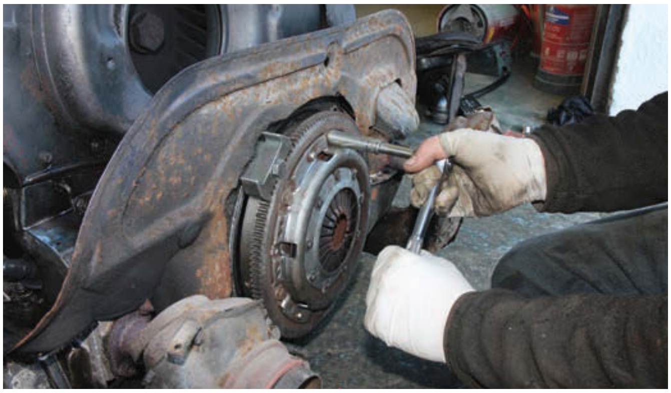


11 **LOWER ENGINE** Carefully lower the trolley jack a little and waggle the engine to release it. Check that nothing, such as wires or hoses are caught, then continue lowering the trolley jack. Use a pry bar to help part the engine from the gearbox. When the engine is removed, fully lower the trolley jack, slide the engine off it and pull it out

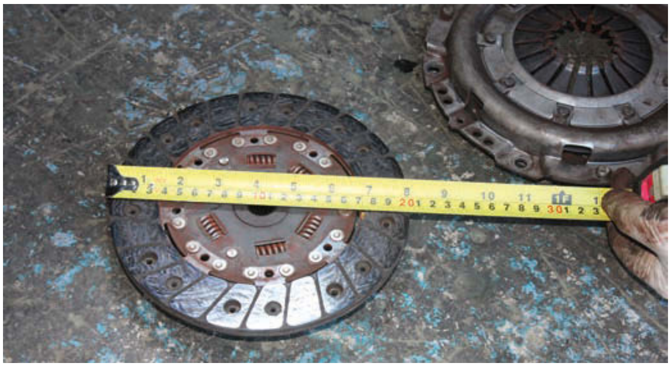
Renewing clutch and rear main oil seal



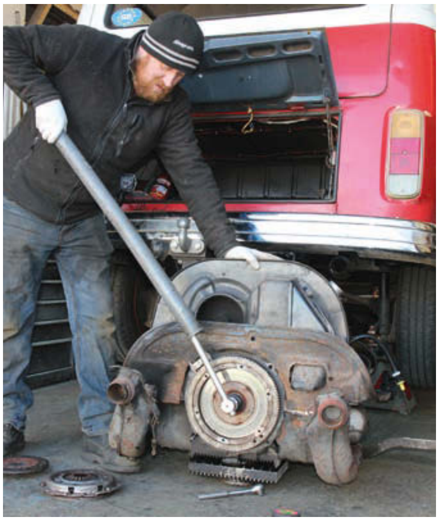
01 LOCK FLYWHEEL The six 13mm bolts that secure the clutch to the flywheel will often spin it when attempting to undo them (unless you use an impact driver). If you intend to remove the flywheel and renew the rear main oil seal, then it's worthwhile locking the flywheel with a special tool that costs around £10 from most VW specialists



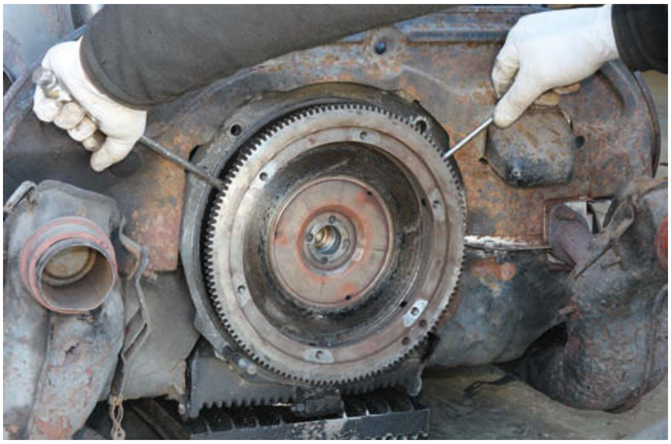
02 CLUTCH COVER BOLTS Progressively undo the six 13mm bolts that hold the clutch cover to the flywheel. Use a breaker bar to initially slacken these bolts, then undo them with a ratchet. Once undone, the clutch cover and the friction plate behind it can be removed



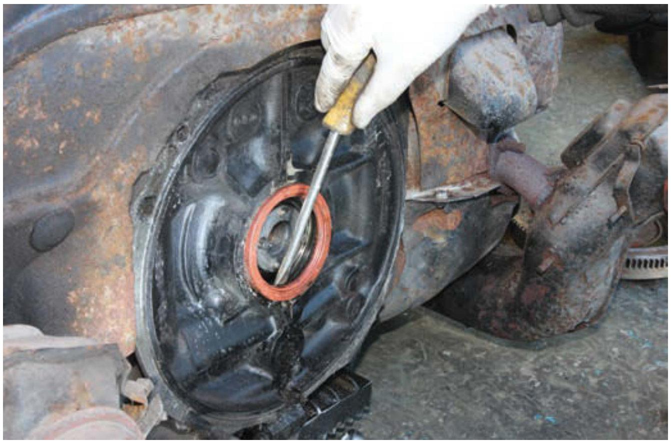
03 MEASURE FRICTION PLATE Measure the diameter of the clutch friction plate to ensure the new one is the same size. Look for any words on one side of the friction plate to indicate which way round it should be fitted – the word 'gearbox' may be printed on one side



04 SLACKEN FLYWHEEL BOLT Use a 36mm socket with a large breaker bar and a long hollow pole to undo the bolt that secures the flywheel to the crankshaft. This is a tight fit, so position the engine on the floor and ask someone to help keep it secure. It can be as tight as 343Nm (253lb ft)! Renew the 36mm bolt if the bearing inside it is seized or damaged



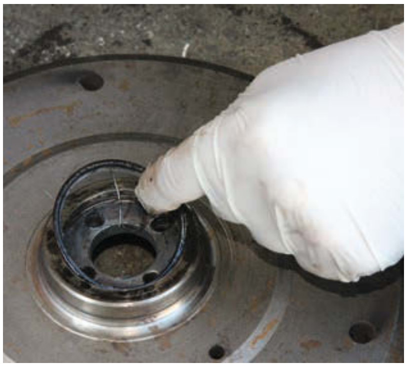
05 PRISE OFF FLYWHEEL After undoing and removing the 36mm flywheel bolt, prise the flywheel off with a couple of screwdrivers or short pry bars. Inspect the face of the flywheel for cracks and the teeth for damage, then clean it with panel wipe or brake cleaner

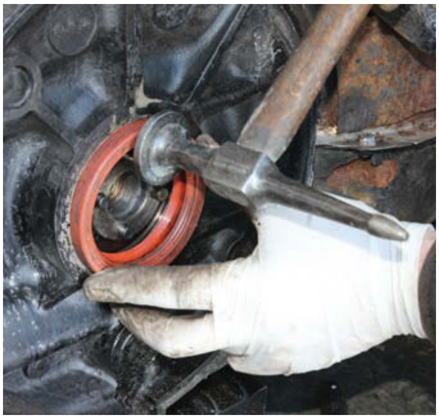


06 REMOVE MAIN OIL SEAL Use a large flat-blade screwdriver to prise out the old rear main oil seal. Clean inside the area where this seal was fitted to prepare it for fitting the new seal. Wipe it clean with paper towels and remove all traces of oil

➔

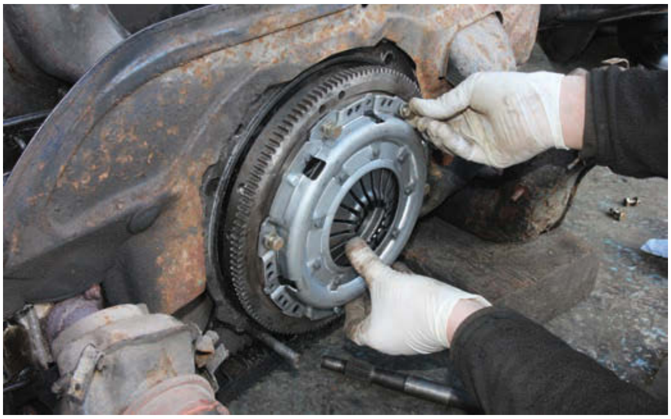
07 RENEW FLYWHEEL O-RING Use a small screwdriver or pick to extract the O-ring in the centre of the flywheel. Clean inside this area with a paper towel, and also around where the clutch sits. Fit a new O-ring by hand – don't use a screwdriver or similar tool to fit it as it may get damaged





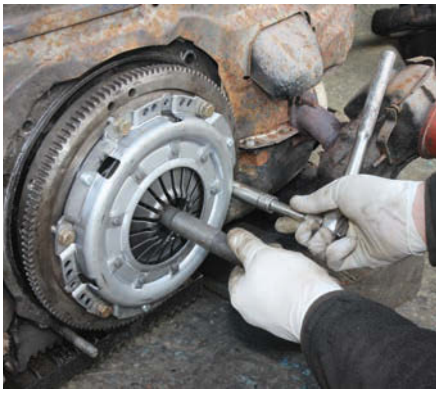
08 NEW OIL SEAL Fit the new crankshaft oil seal by pushing it into position by hand first, making sure it's evenly seated. Then, use the old seal and a hammer to progressively tap it into position. Apply a smear of multi-purpose grease around the inside of the seal

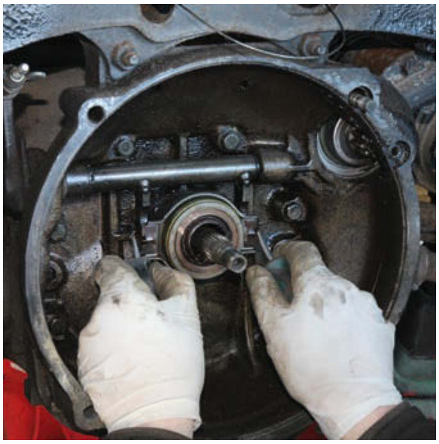
09 REFIT FLYWHEEL Refit the flywheel and the locking tool, followed by the 36mm centre bolt (it should have been inspected in step 4). Use a torque wrench to tighten the centre bolt to the recommended amount (for some engines, it's as much as 253ft lb or 343Nm)



10 FIT NEW CLUTCH Clean the smooth metal surface inside the clutch cover with panel wipe or brake cleaner in case it has a coating of oil to protect it from corrosion. Fit the new clutch friction plate, followed by the clutch cover, and loosely fit the six 13mm bolts

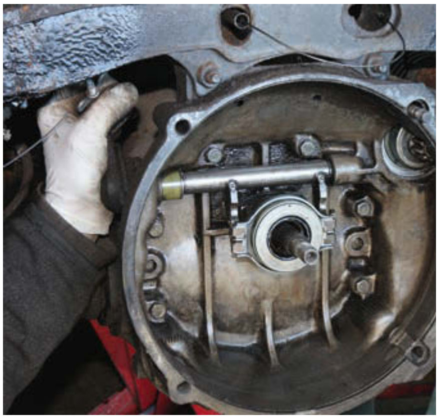
11 ALIGN CLUTCH Use a clutch alignment tool or an old input shaft from a VW gearbox to line up the splines inside the friction plate with those in the end of the crankshaft. Rotate the friction plate to line up the splines, then tighten the six 13mm bolts for the clutch cover

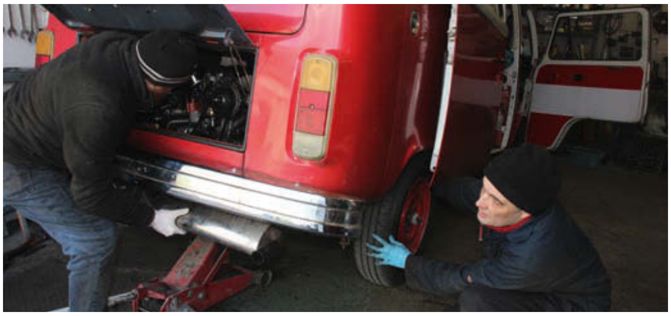




12 REMOVE RELEASE BEARING Prise out the old clutch release bearing inside the end of the gearbox. Use a couple of screwdrivers to release the two spring clips at the side of the release bearing. Clean the end of the input shaft where the release bearing sits using paper towels

13 FIT NEW RELEASE BEARING Fit the new clutch release bearing, ensuring its spring clips are correctly seated. Fully back off the adjustment on the end of the clutch cable and test the operation of the clutch fork to make sure it moves the clutch release bearing

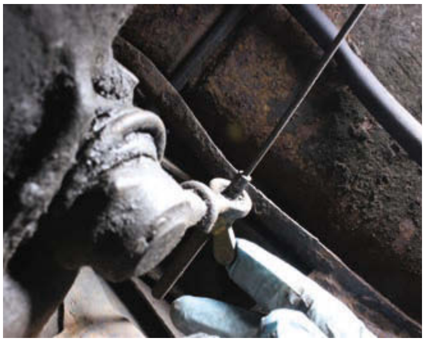


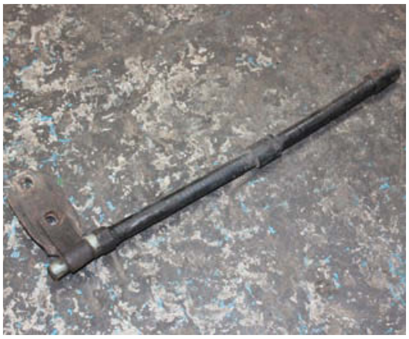


14 REFIT ENGINE Refit the engine into the vehicle. Rotate the engine via the crankshaft pulley if it's difficult to line up the input shaft's splines on the gearbox with those in the clutch friction plate and crankshaft. Alternatively, select first gear and slowly turn a rear wheel while moving the engine into position. After, adjust the clutch cable to take up any slack

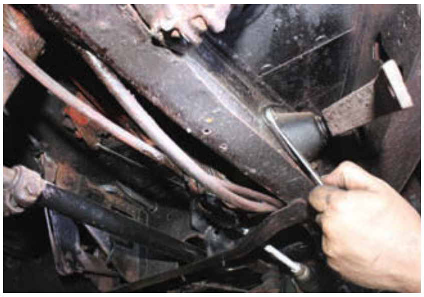
Renewing a clutch cable

01 SLACKEN CABLE At the gearbox, look for the wing nut on the end of the clutch cable. Spray the thread with penetrating fluid, then wind it off. The clutch cable will now become slack, but it cannot be removed yet as it's attached elsewhere

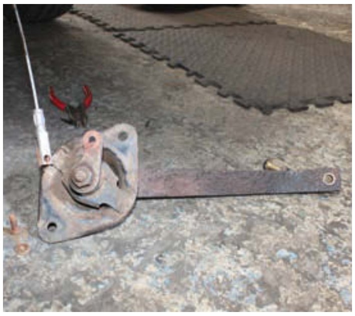




02 CABLE GUIDE The clutch cable may be secured to the side of the gearbox with a guide and mounting bracket. Undo any bolts that secure it to the gearbox, then try to feed the cable out. The bolts often seize and can shear in the gearbox, so the threads may need repairing



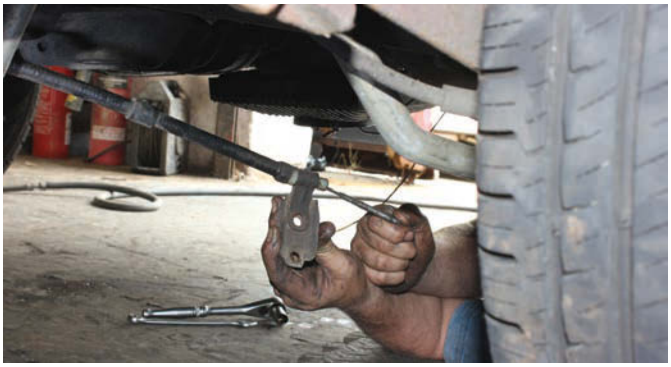
03 CLUTCH PEDAL MECHANISM On some VWs, there's room under the front end to detach the end of the clutch cable without removing the mechanism. If this isn't the case, undo the fittings that secure the bottom of the clutch pedal to the clutch pedal mechanism, which may in turn be secured to the chassis leg with a couple of bolts



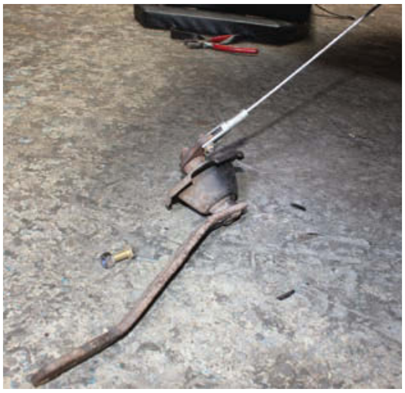
04 DETACH CLUTCH CABLE If the clutch mechanism has to be removed, detach the clevis pin that secures the end of the clutch cable to it. Check the condition of the clutch pedal mechanism, making sure it's not seized, then lubricate it with multi-purpose grease. Clean the mechanism and rustproof it with metal paint

05 REMOVE OLD CABLE Pull the old clutch cable out from the front of the vehicle. It's usually routed through a series of guide tubes and holes in the chassis. Compare the old clutch cable with the new one, making sure it's the correct length

06 FIT NEW CABLE Fit the new clutch cable, starting at the front of the vehicle. Apply a little multi-purpose grease to it before feeding it through any guide tubes. You may need to work the new cable back and forth a little through the guide tubes to ensure it moves freely



07 GEARBOX GUIDE Make sure the guide tube attached to the side of the gearbox is refitted and the cable moves freely through it. Plus, ensure it's securely fitted to the gearbox. Any problems here can result in the cable dragging, which may result in clutch judder or other difficulties



08 ATTACH FRONT AND REAR At the front of the vehicle, secure the cable to the clutch pedal mechanism and refit this assembly if it was removed. Next, feed the end of the new clutch cable through the clutch arm and refit the wing nut

09 ADJUST THE WING NUT Check the clutch pedal to see if there's any slack. Avoid winding the wing nut on too far as this may cause the clutch to slip. Depress the clutch pedal and try to select the gears. Run the engine and check them again, followed by a test drive. After a few hundred miles, adjust the wing nut to take up any slack in the cable

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CARS FOR SALE

BEETLE

1960, 124,000 miles. (6v) Arctic White coachwork / indicator semaphores professionally restored by 'beetlewerks' west Sussex. body-off rebuild. Immaculate condition throughout. New interior / mohair headliner. 12 months MOT, front disc brake conversion. Dropped front spindles. (tax exempt) full service history. 4no. previous owners. North Lincolnshire. 07788582195 / 01724 763566 (RA)

BEETLE

1971, £POA. 1200cc some restoration started. 1972 1285cc probably a bit far gone. Both V5s present, lots of spares to go as one lot, open to offers. 07946 538801

BEETLE

1973, £5,500. In great condition. BRM wheels. Yokohama tyres. Front disc brakes. Banjo steering wheel. In same family for the last 20 years. MoT 1 year. Tax exempt. Show ready. Clackmannanshire. 07947 816938

BEETLE

1972, £4,500 ono. 1200cc, white, good condition, tax exempt, MoT Nov 2017. Staffordshire. 07929 998180 (HR)

BEETLE

1979, £13,000 ono. Karman cabrio,white LH drive, new engine,restored to good standard. Staffordshire. 07929 998180 (RA)

BEETLE

1972, £4,500 Ono. 1200cc,good condition,white. Tax exempt, MoT Nov 2017. Staffordshire. 07929 998180 (RA)

BEETLE

1973, £1,000. Engine size 1,600cc. Ideal as an affordable restoration project. Needs some welding on floor front, body work good, engine 9000. Hampshire. 023 8039 6169 (HR)

CLASSIC BEETLE

1973, £4,150 ovno. 1600cc two door saloon. Twin Kadron carburettor. Special 8 spoke orange wheels, Complete weatherproof car cover, full service history. A good wax polish will give it the wow. MoT valid until May 2017. Solid car, no rust. Panasonic car radio. Chassis number 1332314905 and engine number AD71138. London. 020 8245 1542 (LH)

GOLF

2004, £1,700. Metallic silver grey, rg32 alloy wheels, screen aerial and exhaust system concealed. Alarm and new battery, reg plates and wipers. Full history, all receipts, well maintained. A smooth quick drive. Hampshire. 07858 076866 (MC)

GOLF CABRIOLET MK3

1995, £1,750. In bright red with immaculate black cloth interior lovely under bonnet and in boot recent discs & pads and new MOT drives superb. North Lincs. 01652 678417 (LH)

GOLF CL AUTO

1992, 66,000 miles, £1,495. 18 service stamps majority main dealer old MoTs from 1995, 2 keys, central locking, very original car drives superb. MoT October. Cheshire. 07836 662966 (MC)

GOLF DRIVER

1990, £1,500. Tornado red, very sound and reliable. New MoT. Would swap for London taxi Fairway automatic. No texts please. Northamptonshire. 07941 803765 (after 6.30 pm) (RB)

KARMAN CABRIO

1979, £13,000 ono. White, left hand drive, new engine,restored to good standard. Staffordshire. 07929 998180 (HR)

MK2 GOLF GTI

1989, £9,500. Has had lots done. Leather interior, lowered to floor, show winning car. MoT till April 2018 lots of paperwork. Hampshire. 07470 906622 (HR)

POLO

1999, 50,000 miles, £450. 4 door. Diesel 1.9. 2 owners. Good solid car. 6 months MoT. History. North Yorkshire. 07970 000068 (PB)

CAMPER VANS FOR SALE

CAMPERVAN

1972, £20,000 ono. Good condition. Some extras inc awning MoT till Dec17. Garage maintained. Reg, UBK543K. Dorset. david. howe60@talktalk.net (LH)

CARAVELLE 2.5 AUTO

2001, 180,000 miles, £6,000 ono. This is a very original vehicle, it has 12 months' MoT, regularly serviced, recon gearbox. Carmarthenshire. 07786 942106

CARAVELLE CAMPER

1983, £6,000. Replacement 1.9l petrol engine. New clutch, new tyres, new exhaust, resprayed. Fully equipped camper. 3 berth, gas cooker, WHB, radio, t/bar. 12 months' MoT. New awning. Dorset. 07971 385242 (PB)

T1 SPLIT WINDOW

£19,000. In Blue located in south of Spain Sheetmetal/Paint: good. Motor: goodSeating: good. Interior: some details-Matching numbers: good. Origin: Brasil (1973). Included: new battery 60 Ah, oil, European Customs full documented (DUA), Spanish taxes (IVTM-2017), temporary Spanish plate, and insurance (third parties + assistance) until Mar-2018.If wanted to keep in Spain, I can add "Vehiculo historico plate" for extra +1000€. +34 654 33 54 69 (RA)

T2 CROSSOVER EARLY BAY

1969, £35,000. California imported rust free. Fully restored 2011 owned since. Wax oiled. Summer miles winter stored in insulated garage. 1776 completely rebuilt motormachined heads 40 twin Webber carbs. Braided hoses, electronic ignition, stainless exhaust, oil cooler, custom Porsche front disks, new rear drums with servo, anti roll bar, empi or original wheels, halogen headlights. Durham. 07515 855472 (HR)

T2 WESTFALIA

1974, £15,000. 4 berth. Orange/white. 1600. Coilover shocks. H/D antiroll bar. Towbar. Fiamma windout awning. New panels, paint, tyres, headlamps, battery, JK storage cover. Tax exempt. Owned 15 years. Hertfordshire. 01727 856586 (PB)

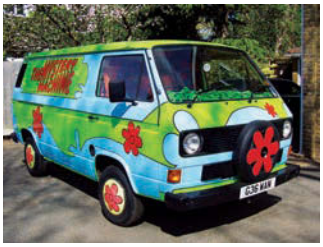
T25 WESTFALIA LHD

1987, 200,000 miles, £7,500. I imported the van from California in 2006. 2L Petrol Watercooled engine. Power Steering, air conditioning. Engine reconditioned @150K. All original interior and trim in v good condition. Pop top roof. Rare slot in double bench seat converting it from a 5 to a 7 seater. Serviced by local VW specialist, FSH. A reluctant sale due to garage space and growing children, must go to a good home, first to see will buy. West Yorkshire. 07875 299621 (RA)

TYPE 2 DOUBLE CAB PICK UP

1978, £19,000. Very straight & sound. Having lived on a Cape Town vineyard. Documented mechanical. Work done has mot but awaiting birth certificate. Looks great & drives nice, honest untouched bodywork as imported complete with rear drop sides. Dorset. 01308 862045 / 07791 530618 (HR)

VOLKSWAGEN MYSTERY MACHINE



1989, £10,500 ono. Professionally converted 78PS Panel Van. Fitted out for fun or business. Sound and video.1915cc Petrol. New stainless steel exhaust. New tyres. Recent Service. MOT October. Kent. 07721 942732 (RA)

VW DOUBLE CAB PICKUP

1983, £9,100 ono. One Owner from New, first Class Body Work-Spare Engine. Partly Restored. West Yorkshire. 07836 794083 (RA)

VOLKSWAGEN BAY CAMPER

1977, £15,000. Refurbished 3 years ago inside and out, 2l engine going well, brand new MoT, lovely van, first to see will buy, reason for sale need larger van due to health reasons, sorry to part with it. N Ireland. 07784 824133

VW DORMOBILE

1972, £14,500. Solid, reliable, no rust camper. Orignal interior. R/H drive. 1 key all locks. Serviced twice a year during 10 year ownership. 5/6 berth. Roof rack included. New van forces reluctant sale. Derbyshire. 07776 171933 (RA)

VW EARLY BAY CAMPER

1970, £14,995. LHD, full engine refit, rock n roll bed, many original features, converted bed in pop top, MoT May 2018, stored in garage. Swindon. 07917 830346 (HR)

VW LATE BAY CAMPERVAN

1975, £24,000 ONO. Tax Exempt, 1.6L Engine, Beautiful condition and great bodywork following restoration. 3/4 Rock and Roll Bed. Lighting and AV setup throughout. Gas Hob and Sink3 Berth plus Hammock for over front seats. Pop-Up Roof. 12 Month MOTLeisure battery plus charging system. Herts. 07538 163882 (RA)

VW T2 BAY RHD

1972, £11,500 Ono. MOT May 2018 regular service new brake discs tax exempt pop up roof. Good condition small areas of surface rust. Includes awning, window pads and cover. 07974 316653 (RA)

VW T2 EARLY BAY WESTFALIA

1970, £29,995. California Import, Left hand Drive, full restoration summer 2014, great runner comes with MOT till September 2017, original Van with new canvas and extras.. Guildford. 07500 777147

VW T25

£8,500. This is a very nice van in side and out, fitted with a Subaru 2.5l SOHC engine on a 3 speed auto gear box, MoT March 2018, LHD, sleeps 4, fridge, hob, night heater not tested, wast and fresh water tanks, privacy windows, front captain seats, tow bar, 4 new tyres, full MoT, 2 leisure battery's, very good return on fuel even towing, built for the motorways, engine conversion alone cost £5,500. Suffolk. 07778 805244 (MC)

VW T5.1 TRANSPORTER 4 BERTH

22,000 miles, £37,995. T30/102 2.0L TDi. Cruise Control, Rear parking sensors, Skyline roof, MOT compliant Rock n Roll bed, 18 inch White Audi Rota-style wheels, Double swivel front seat, Can 1401 sink and gas hob, Cold running water, Indel B Fridge/freezer, Platinum Leisure Battery (A Rated), Evo-Design Kitchen units, Fully insulated & Sound deadened. robertwoollven@outlook.com (RA)

VW TRANSPORTER 5.1 T28

2011, 43,502 miles, £24,950. Fully converted with pop top, rock roll, Eberspacher, split charge, 240v, TV, Khyam awning, tow bar etc. Contact me for further details. Liverpool. 07919 380993 (RA)

VW WESTFALIA ADVENTURE WAGON

1969, £15,950 ono. LHD, Californian Import, 1.6, Rock and Roll bed, Electric Hook Up, MOT, Waxoiled, Service History.Solid Original Bodywork, Tax Exempt, U.K Spec Electrics, Serviced by VW Specialist. 07980 165243 / 01614 837405 (RA)

PARTS & ACCESSORIES FOR SALE

GOLF GTI DRIVER'S SEAT

£25. Bought seat for lumbar support feature. Very good support. Year's use. Sold car with original seat. Grey material. Excellent condition. You collect. Essex. 01621 772588 (PB)

ORIGINAL KAMET

£30 ono. Detachable headrest with built-in straps for fixing to front seats. Would suit 1970s period: Beetles or Type 2 and Type 3. Good condition. Worcestershire. 01886 884498 (RB)

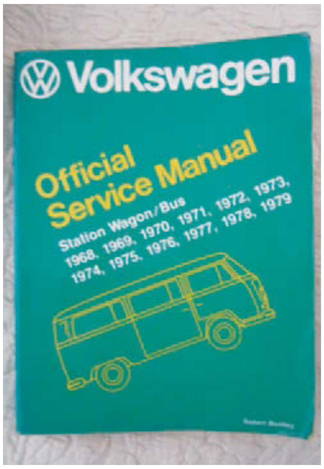
PETROL TANK

£50 ono. For VW Beetle 1967 onwards, as new and never fitted. Buyer collects or I can provide a quote for Parcelforce delivery. Kent. 07971 392098 (MC)

VOLKSWAGEN GOLF 20V TURBO ENGINE

£POA. In good condition. also Golf GTI engine. Ring for full details. Avon. 07510 171711 (GD)

VOLKSWAGEN OFFICIAL SERVICE MANUAL



£48. Type 2,station wagon/ bus,1968 to 1979,very clean white pages. 07399 359072 (RA)

VOLKSWAGEN BEETLE

VOLKSWAGEN
BEETLE

1960, £35. Vitreous enamel steel sign (not tin). Size 7 inch x 10 inch. Mnf by Garnier London. Post free. Surrey. 07968 659967 (PB)

VW HEATER

£25. Booster fan with splitter pipe. From type 2 camper van. 12 volt, part no. VW 461261106. Yes it works! You collect. Essex. 01621 772588

MISCELLANEOUS FOR SALE

CAR BADGES

£POA. Karmann Ghia, £35. Splitscreen, red and green, £35. Midlands VW Club, £30. VW Owner Caravan Club, £30. Surrey. 020 8399 7541 (RB)

FOOTBALL MEMORABILIA COLLECTORS!

100 Years of Football

£Only £30 plus p&p. FA Cup Centenary 1872-1972. Commemorative folder, 8 pages of illustrated history together with (rare) complete set of 31 Centenary medals set into card mount and full history chart of the FA Cup. Approx. 12in x 11in. Surrey. 020 8942 5151

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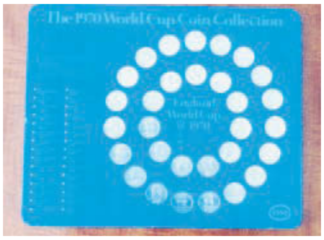

£Only £40 plus p&p. The 1970 World Cup Coin Collection. Rare, complete and perfect set of 30 players on coins, all in mint condition and mounted into strong display card. Ideal for framing. Approx. 13in x 10.5in. Have never seen another complete set!. Surrey. 020 8942 5151 (RB)

GB STAMPS FOR SALE

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2008 VW T2 Danbury Diamond 5 Seat Classic, 52,500 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, raising roof & more. **£29,995.** Ref: DKA.

1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995.** Ref: 327k.

1968 VW T2, 14,767 miles, 1.6 air-cooled engine, 1 previous owner from new, fully restored bodywork and original interior. Great condition. **£29,995.** Ref: 622F.

2013 VW T2 5 Seat Classic, only 9,540 miles. 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, sink, leisure battery, high spec CD radio & more. **£30,995.** Ref: XDM.

2004 VW T2 Rio 4 Seat Classic, 46,250 miles, 1.6 air-cooled petrol engine, 2 burner hob, grill, sink, fridge, leisure battery, 240v mains hook up, raising roof, alloy wheels, power steering & more. **£29,995.** Ref: MFO.

2006 VW T2 Danbury Diamond 5 seat, 30,290 miles, 1.6 air-cooled petrol engine, 2 burner hob, grill, sink, fridge/ freezer, leisure battery, 240v mains hook up, CD radio, raising roof and roof-bed to make 4 berth & much more. Ref: ATN

2014 VW T2 Danbury Diamond 5 seat SE, 51,815 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge/freezer, leisure battery, 240v mains hook up, CD radio, raising roof and roof-bed to make 4 berth & much more. Ref: HEV.

2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only **£21,995.** Ref: LLR.

2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. **£30,995.** Ref: ACY.

2015 VW T2 VW Diamond SE, only 3,623 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, alloys, chrome pack, roof rack, side step, POWER STEERING, air conditioning, CAT2 Alarm, bike rack, buddy seat, Freeview TV and much much more. *Private Plate Not Included* **£56,995.** Ref: 3071.

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Leap of faith

Robin Wager recalls an incident from the late-'60s which turned out to be a bridge too far for one particular Beetle owner

What do you think?

Got something you'd like to share with us? – email volksworld.ed@kelsey.co.uk

Safer Motoring was always looking to bring readers the more wacky and oddball stories concerning Beetles. And they kept coming! Back in March 1969, we reported on the remarkable feat of the Beetle that crossed a bascule bridge whilst it was partly opened.

It happened in Humberside, where the city of Hull's North Bridge spans the River Hull. Approaching the bridge on what he thought was a routine crossing, Beetle owner John Richardson accelerated up the slightly raised deck, only to get the shock of his life when he was confronted by a sudden gap!

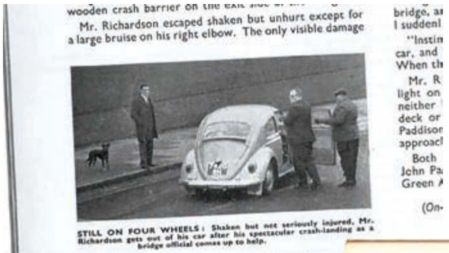
> "It was much too late to brake – and a good job too"

Apparently the bridge had been raised about 8ft, in preparation for the arrival of a Swedish oil tanker destined for the Old Harbour, but had then jammed owing to an electrical fault.

With no chance of stopping in time, the Beetle carried on through what was estimated to have been a gap of 21ft, to crash-land on all four wheels on the far side deck. Somewhat ironically, as it did so it crashed through a heavy wooden crash barrier placed at the exit side.

Crushing moment

John Richardson had a lucky escape, his only injury being a large bruise on his right elbow. The Beetle, however, was not quite so lucky, being left with a crushed-in bonnet, smashed headlights, and battered front wings and bumper.



wooden crash barrier on the exit side of the
Mr. Richardson escaped shaken but unhurt except for a large bruise on his right elbow. The only visible damage

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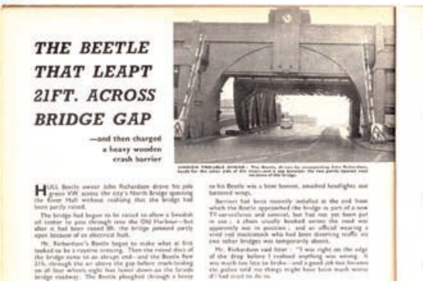
STILL ON FOUR WHEELS: Shaken but not seriously injured, Mr. Richardson gets out of his car after his spectacular crash-landing as a bridge official comes up to help.



THE BEETLE THAT LEAPT 21FT. ACROSS BRIDGE GAP

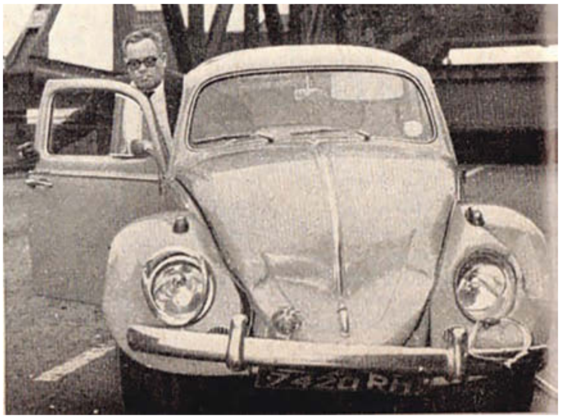
—and then charged a heavy wooden crash barrier

Even the dog was relieved to see the owner was in one piece, though the Beetle was looking a little bruised

Pictures by John Paddison

"I was right on the edge of the drop before I realised anything was wrong," said a relieved John afterwards. "It was much too late to brake – and a good job too, because the police told me it could have ended up much worse if I had tried to do so.

"I glimpsed the barriers on the other side of the bridge and wondered why they looked so low. Then I suddenly realised why! Instinctively I ducked – my head hit the roof of the car, and I guess my right arm caught the door handle. Needless to say, when the car landed I was out in a flash!"



Looking as if nothing had happened, bridge-jumping John Richardson photographed after the event

It seems that work was in progress on the bridge, with barriers having recently been installed on the side from which John approached, as part of a CCTV-controlled surveillance system, but this was not yet in use.

What's more, a chain usually hooked across the road in preparation for a bridge opening was not in position, and the official in a high-vis uniform, who had been diverting traffic over two other bridges, was temporarily away from his post.

For his part, John said he had failed to notice a red warning light on a pole at the approach to the bridge, or the unusual slight gradient as he drove on. A warning had also been given by Hull Daily Mail cameraman, John Paddison, who waved his arms at the approaching Beetle from his position adjacent to the bridge, where he was waiting to photograph the incoming oil tanker. As it happened, he was able to record this amazing Beetle story for posterity.

Feeling dizzy

After his remarkable escape, John Richardson tried to restart the Beetle's engine to move it out of the roadway, but without success. It was discovered later that the only reason it failed to start was that the contact points in the distributor had been jolted out of position by the impact.

In the final odd quirk of this story, the cameraman turned out to be a Beetle enthusiast, and both he and our intrepid Beetle driver were customers of the then local VW agents, Green Arrow Garage Ltd in nearby Hessle.

We have no information on how this unfortunate incident was subsequently settled, but I somehow suspect Mr Richardson's Beetle might have been restored to its former glory at no cost to him. ■

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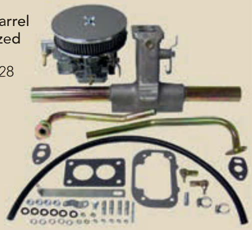

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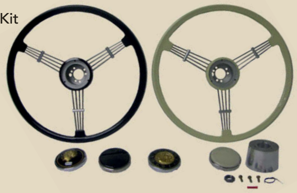

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